M E M O

DATE: July 19, 1988; 8:35 a.m.

TO: The Honorable Community Development Commission of the County of Sonoma

FROM: Ron Taddei, Department of Planning

SUBJECT: WINDSOR DOWNTOWN PLAN

RECOMMENDATION

That the Redevelopment Commission:

1) **Conduct a public hearing of the Windsor Downtown Plan,**
2) **That, following the public hearing, the Commission approve the Windsor Downtown Plan, subject to the following Development Policies and Design Modifications:**

OUTSIDE OF THE STUDY AREA

1) Provide alternative access/egress to and from U.S. 101 Highway to help relieve the traffic at the Downtown Interchange:
   A) Construct north-bound off and south-bound on interchange at 101 Highway and Arata Lane.
   B) Improve Old Redwood Highway between Arata Lane and Shiloh Road pursuant to the Windsor Specific Plan.
2) Designate and improve an alternative gravel truck route away from the Windsor River Road Downtown Area.
3) To ensure that Windsor River Road in the Downtown Area remains a two-lane facility, the road network should enhance vehicular circulation to carry through traffic around the downtown area by, among other thins, the following:
   A) Designate rights-of-way to facilitate east-west vehicular access around the downtown area.
   B) Improve Windsor Road to five lanes (2 travel lanes in each direction with a continuous left turn lane).
4) Consider the feasibility of providing additional overcrossings of U.S. 101 Highway linking collector streets on the east and west sides of the Highway.

INSIDE THE STUDY AREA

1) Establish a redevelopment financing and phasing plan for the infrastructure improvements and amenities described in the Windsor Downtown Plan.

2) Include in the financing and phasing plan the acquisition or options to purchase key properties for the development of off-street parking lots, on both the north and south sides of the downtown area.

3) Establish a parking assessment district or a development fee to help fund the acquisition of sites needed for off-street parking and the long term maintenance of the off-street parking facilities.

4) Require each new project to annex to the street lighting and landscape maintenance district being established for Windsor.

5) Establish a mechanism for street sweeping and garbage collection within the central business district.

DESIGN ELEMENTS

1) Require that all development, including both public and private projects be in conformance with the design and development standards contained in the Windsor Downtown Plan, including building design and placement, signage, off-street parking, vehicular access and egress and the provision of landscaping and amenities.
2) Provide for the development of the open space shown in the Downtown Plan, at the north-east intersection of Windsor River Road and Bell Road extension, regardless of the land use of the property. Include some form of public art, fountain, clocktower or other focal point in the development of this open space, as well as public seating and landscaping.
3) Provide for a newspaper stand design compatible with the other design amenities.
4) Provide for a raised curb around accent planting area along Windsor River Road.
5) To strengthen the image of the covered bridge town entry, incorporate a stone faced headwall into the Windsor Creek Bridge crossings.
6) Incorporate a stoned faced garden wall into the bus stop design at the west town entry.
7) Require trash enclosures to be integrated in service areas adjacent to buildings, and not allowed to be placed in parking lots.

OTHER

1) There should be organized an association of downtown property owner's/merchant's to assist in the development, maintenance and marketing of the downtown area.

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BACKGROUND ON PLAN

REGIONAL SETTING AND LOCATION

The Windsor area is located in central Sonoma County approximately 55 miles north-northwest of San Francisco and approximately 20 miles east of the Pacific Ocean coastline. The City of Healdsburg is approximately five miles

to the northwest and Santa Rosa, the Sonoma County seat of government, lies seven miles to the southeast. Regional access if provided by U.S. Highway 101, a major north-south limited access freeway, which bisects the planning area and connects California's northern coastal counties with the San Francisco metropolitan area.

Rail freight transportation is provided to the area by the Northwestern Pacific Railroad (NWPRR). Its tracks parallel U.S. 101 about a quarter-mile to the west of the freeway. The Sonoma County Airport is located one-half mile south of the area.

PROJECT AREA DESCRIPTION

The project area encompasses historical downtown Windsor, Windsor's three major employer's, Windsor Mill, Windsor Feed, Windsor Fuel, and a portion of an abandoned junior high school property (owned by the Healdsburg Unified School District), designated in the Windsor Specific Plan as a future site for a Civic Center. The historical downtown has experienced a severe decline in business activity. Many buildings have been vacated or allowed to deteriorate, and the remaining commercial uses are a disfunctional mixture of residual activities which provide little in the way of commercial services to local residents. The development of the new Lakewood Shopping Center on the East side of US 101 Highway, and the departure of the Exchange Bank and the U.S. Post Office branches from downtown Windsor to the Lakewood area, are illustrative examples of the decline of the historical downtown.

The project area also suffers from poorly planned traffic patterns. Windsor River Road, the main downtown thoroughfare, is heavily travelled by trucks which use this road for hauling gravel from the Russian River quarries. The gravel truck traffic makes the downtown area a noisy, unsafe, and unattractive environment for commercial activity.

Accessibility to the historical downtown is made difficult by the poorly planned and confusing intersection of Windsor River Road, Old Redwood Highway, and Conde Lane.

The Windsor Specific Plan provides a modified circulation plan for the "Old Downtown" area which includes a realignment of intersections and road widening which will enhance traffic flow.

REDEVELOPMENT GOALS AND OBJECTIVES

In order to evaluate the reasons for selection of the project area, it is essential to possess a broad understanding of the long-term goals and objectives that the County and the Windsor community have established for the area.

These goals and objectives are set forth in a series of documents which are briefly described in this section.

In 1980, the County completed the Sonoma County Commercial/Industrial Study which provides policy guidance for the commercial and industrial portions of the County, including downtown Windsor.

On September 30, 1986, the Board of Supervisors adopted the Windsor Specific Plan, which provides more detailed goals, policies and recommendations for evaluating other aspects of development proposals. The redevelopment plan was prepared in close coordination with the Specific Plan.

The Commercial/Industrial Study provides further detailed recommendations that Windsor's commercial growth be concentrated in downtown Windsor, particularly along Windsor River Road. The proposed specific Plan reemphasizes this goal of downtown revitalization and provides detailed land use, transportation, and environmental quality recommendations specifically designed to achieve this goal.

The Windsor Specific Plan includes the following Goals and Objectives with respect to the "Old Downtown".

"GOAL: It is the goal of this plan to establish "Old Downtown" and its immediate vicinity (Windsor River Road area between Windsor road and Old Redwood Highway) as a viable commercial center and "hub" for business and services west of U.S. Highway 101.

It is the policy of this plan to:

1) Limit the amount of "Retail Commercial" land-use outside of the commercial "core" ("Old Downtown" and Lakewood Center) in order to promote concentration of commercial uses.

2) Generally limit automotive, recreational, and tourist related service uses to the "Commercial Service" land use category, since a) these uses are more independent and flexible as to location, and b) these uses are generally not desirable within retail commercial centers since they do not tend to generate "foot traffic" or comparison shopping, and may include potential nuisances (such as auto repair, car washes, etc.) to multi tenant use.

3) Promote redevelopment activities which are consistent with the land-use plan and encourage the preparation by the redevelopment agency of a development plan for the "Old Downtown" and vicinity which identifies commercial design standards appropriate to this area and includes the following:

   a) Urban design criteria which will serve to unify otherwise disjointed and piecemeal development. Building design criteria should serve to blend new construction with existing historic structures and the "Old Downtown" where appropriate. a "village" theme with emphasis on the pedestrian is recommended to distinguish this commercial area from the Lakewood Center.

b) "Streetscape", including landscaping and street trees, streetlights, and street "furniture" (ie benches, trash containers, etc.).

c) Mutual access and parking easements and/or provisions for off street public parking in order that individual projects may "fit together" and form a functional commercial center.

d) Sign criteria to unify individual projects according to any preferred theme or motiff."

DESCRIPTION OF THE PROJECT

The Windsor Downtown Plan provides detailed written and graphic information to guide rehabilitation and new development in a manner consistent with the aforementioned Goals and Objectives blending new construction with existing historic structures, with an emphasis on the pedestrian, to distinguish the old downtown commercial center from the modern, auto-oriented shopping centers within the community. In that context, the plan includes a Master Development Plan for the project area providing a schematic level of detail and design criteria addressing in detail the following topics:

1. Site Planning - including the location of buildings (setbacks/separation) and compatibility with the existing landscape, with existing and projected adjacent land uses and attention to solar orientation.

2. Site Development - including vehicular, bicycle and pedestrian circulation, access, parking design, landscape architecture, outdoor public use space, relationship of the foregoing to the buildings.

3. Architecture - including scale of building masses, exterior treatment such as facades rooflines, articulation, building and roofing materials and colors, fenestration, shadow patterns, design of ancillary elements (such as trash dumpster enclosures and mechanical equipment).

4. Design Elements - including signs, stairways and ramps, lighting, paving materials, site furnishings (such as seating, drinking fountains, bollards, kiosks, trash receptacles, and public telephones).

GOALS OF THE WINDSOR DOWNTOWN PLAN

The primary goals of the Windsor Downtown Plan are to provide a framework from which to evaluate future development proposals within this 110-acre area and to establish urban design guidelines for development of the commercial core along Windsor river Road and the town center. The guidelines and recommendations are respectful of the historic flavor of the region and, at the same time, result in an overall cohesiveness and unity of the downtown area.

The guidelines presented herein provide a structure which will guide future development, set the tone for such development and consider all factors and elements which will have an impact not only on that specific development, but on the town in general.

OBJECTIVES OF THE WINDSOR DOWNTOWN PLAN

The following are the major objectives of the Windsor Downtown Plan:

A. To establish an identity for the downtown area through streetscapes which unify the downtown area, utilizing common elements such as trees, lighting and signage.

B. To provide opportunities for future development in an organized framework which is respectful of existing significant buildings and relationship to the street.

C. To recreate a viable commercial main street and focal area for Downtown Windsor through the establishment of an architectural character compatible with the history of the region.

D. To create safe and convenient pedestrian-oriented shopping areas which encourage movement both along and across streets.

E. To develop a sense of arrival at entries to the downtown area which are recognizable and memorable as a part of the experience of the town.

F. To minimize conflict between incompatible land uses through the use of appropriate screens and buffers.

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Respectfully submitted,

Ron Taddei, Associate Planner
Department of Planning

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Attachment: Windsor Downtown Plan

Windsor Downtown Plan

Final Report

Adopted
August 1988

Prepared for
Sonoma County
Department of Planning
575 Administration Drive
Santa Rosa, California 95403

Prepared by
MPA Design
Planners and Landscape Architects
San Francisco

and

Roland/Miller/Associates
Architects
Santa Rosa

Acknowledgements

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1. Goals of the Study

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The guidelines presented herein provide a structure which will guide future development, set the tone for such development and consider all factors and elements which will have an impact not only on that specific development, but on the town in general.

2. Development Objectives

The following are the major objectives of the Windsor Downtown Plan:

- **To establish an identity for the downtown area** through streetscapes which unify the downtown area, utilizing common elements such as trees, lighting and signage.
- **To provide opportunities for future development** in an organized framework which is respectful of existing significant buildings and their relationship to the street.
- **To recreate a viable commercial main street** and focal area for Downtown Windsor through the establishment of an architectural character compatible with the history of the region.
- **To create safe and convenient pedestrian-oriented shopping areas** which encourage movement both along and across streets.
- **To develop a sense of arrival** at entries to the downtown area which are recognizable and memorable as a part of the experience of the town.
- **To minimize conflict between incompatible land uses** through the use of appropriate screens and buffers.

3. Previous Windsor Area Plans

Prior to the development of this Windsor Downtown Plan, the County of Sonoma had prepared a *Redevelopment Plan* for the Windsor Redevelopment Area and a *Specific Plan* for the town of Windsor. During the course of this study, an additional traffic analysis was prepared which established the final street network. These documents have been carefully reviewed and relevant findings and recommendations have been incorporated into this plan to ensure that the goals for Downtown Windsor--as provided herein--are consistent with the objectives of the Specific Plan and the Redevelopment Program.

3.1 Redevelopment Plan for the Windsor Redevelopment Area

In November of 1984, the County of Sonoma Board of Supervisors, acting as the County Redevelopment Agency, adopted a *Redevelopment Plan* for the Downtown Windsor area. The Redevelopment Plan is designed to revitalize the historical downtown area of Windsor and strengthen existing and future residential neighborhoods covering an area of approximately 468 acres. The Redevelopment Plan also defines implementation options and administrative parameters instrumental in actuating the initial plan improvements.

3.2 Windsor Specific Plan and Environmental Impact Report

Prepared by the Sonoma County Department of Planning and adopted by the County Board of Supervisors on September 30, 1986, the *Windsor Specific Plan* focuses on an area of approximately

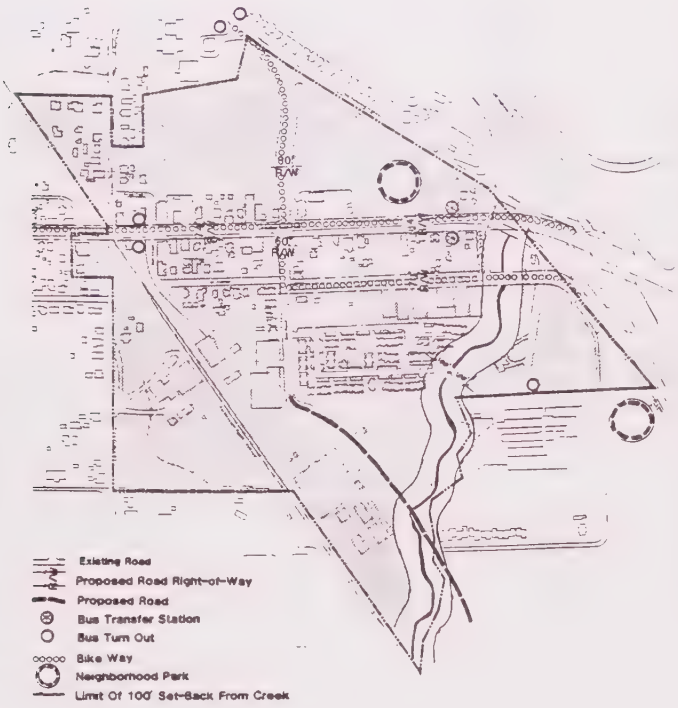


Figure 1: Existing Design Criteria

8,250 acres within the Windsor area. The Specific Plan and Program Environmental Impact Report (EIR) were prepared in conjunction with the Redevelopment Agency to ensure their consistency with the Redevelopment Plan and to build on the goals and objectives set forth in the Redevelopment Plan.

The Windsor Specific Plan complies with the requirements set forth in the California Environmental Quality Act (CEQA) and the criteria for specific plan adoption. It covers a broad range of issues including Land Use, Open Space and Conservation, Transportation, Public Facilities and Services, and Special Development Policy Areas. The implementation portion of the Specific Plan addresses issues of timing and sequencing of growth as well as financing of facilities and services.

The Specific Plan defines land uses and the components of the development area of Windsor--commercial centers, civic centers, neighborhood parks, riparian corridors, sensitive biotic areas and the preservation of historic sites.

Areas of particular relevance to this plan are land use issues, street right-of-ways and roadway additions, bus stops, protection of Windsor Creek.

3.3 The Windsor Downtown Plan

The *Windsor Downtown Plan* is a development plan required by the Windsor Specific Plan which focuses on a key area within the overall study. The purpose of this new plan is to develop a physical structure and focus to the study area which can be implemented by Redevelopment Agency, the County and private developers.

4. The Site

The subject of this study--Downtown Windsor--is a 110-acre area in central Sonoma County situated seven miles north of the city of Santa Rosa along U.S. Highway 101, immediately west of the freeway and accessible via a freeway off-ramp. Approximately five miles to the north is its nearest neighboring town, Healdsburg. The study area is bordered by U.S. Highway 101 to the east, Windsor River Road to the west, Old Redwood Highway to the north and the Windsor Elementary school site and a residential area to the south. An unincorporated town, Windsor lies within the jurisdiction of the County of Sonoma and its Redevelopment Agency.

The study area incorporates the historic area of Windsor. Once the head of the township known as the *Russian River Area,* Windsor was a thriving community with a colorful history. Today, even with only a few historically-significant structures remaining, the town maintains a quality of times past.

The Site

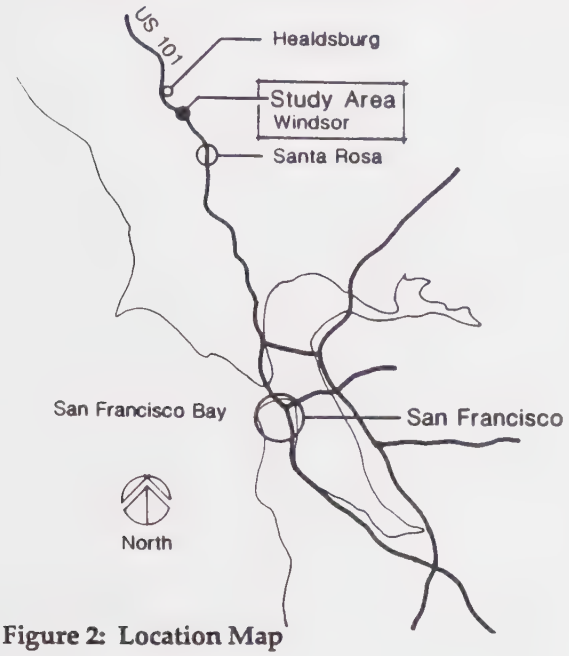


Figure 2: Location Map

Immediately east of Highway 101 at Windsor and part of the interchange activity is a newly-constructed commercial area, Lakewood Center. This ten-acre development is an automobile-dominated shopping environment, with large expanses of parking fronting a market and shops which are set back from the access road. The need to develop the Windsor Downtown area has become more apparent with the construction of Lakewood Center as some businesses and services previously located downtown have already moved to the new center.

4.1 Site Analysis

4.1.1 Land Use

Existing land uses within the commercial core are varied. The Windsor Specific Plan provides for projected land uses as illustrated in Figure 3 and described as follows:

Retail Commercial is deliberately confined to the immediate strip along Windsor River Road to encourage more intensified commercial development and to visibly revitalize the downtown area.

Public/Quasi-Public and **Institutional** land use forms the bulk of the northern portion of the site and is envisioned to house a future civic center and neighborhood park, along with the possible opportunity for additional Retail Commercial or high-density housing.

A small triangular area of the northwest corner of the site is in a Special Development Area with options for either **Medium-Density Residential** or **Office Commercial** land uses.

High-Density Residential is a significant land use at the southern portion of the site, adjacent to the Commercial areas.

Commercial Service land uses abut the freeway and support existing commercial and service-related development along Windsor Road.

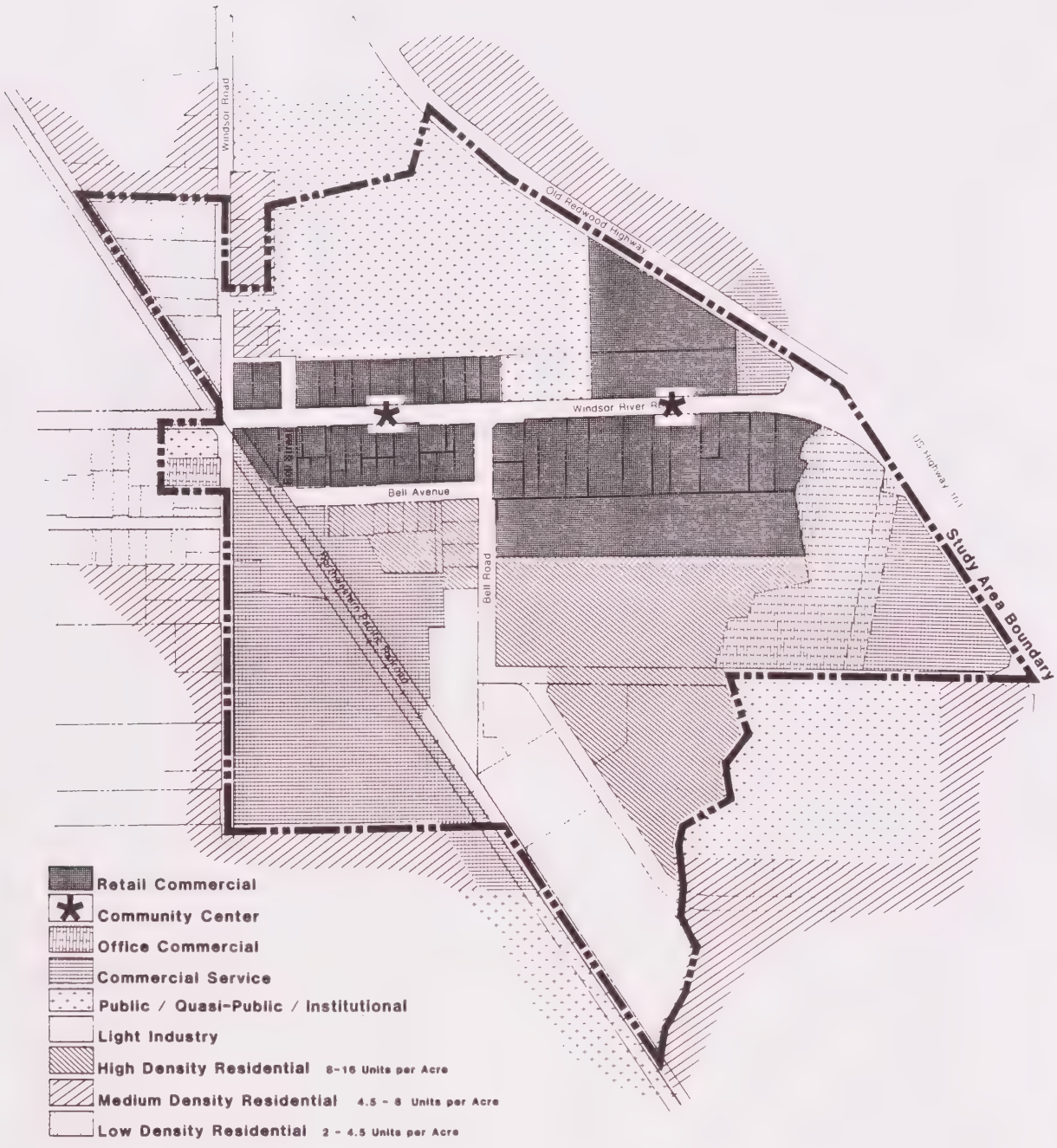
Office Commercial is a relatively small land use area adjacent to Windsor Creek whose boundaries are severely limited by the Windsor Creek setback of 100 feet from the creek's center line.

Light Industrial land use is designated at an existing industrial area along Bell Road.

In summary, the study area is comprised of relatively small parcels of intensely mixed land uses which imply a density of development supporting and complementing the creation of a dynamic town center.

Surrounding land uses include residential to the north, west and south, a school site to the east, and U.S. Highway 101, which forms the eastern border.

Existing characteristics relating to the following issues of access and circulation; architectural character; and landscape, vegetation and natural features of the study area are depicted in Figure 4.



Land Use

(Source : Windsor Specific Plan)

Windsor Downtown

Sonoma County, Department of Planning

MPA Design
Planning and Landscape Architecture
562 Mission Street,
San Francisco, CA 94105
(415) 543-4664

Roland/Miller/Associates
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2421 Mendocino Avenue, Suite 200
Santa Rosa, CA 95401
(707) 544-3920

0 100 200 400 600

Scale in Feet

Figure 3: Land Use Plan

4.1.2 Access and Circulation

4.1.2.1 Entry to the Site

Primary access to the site is from the east from Old Redwood Highway and off the U.S. Highway 101; the freeway exit loops beneath the freeway and crosses Windsor Creek. Access to the main street, Windsor River Road, is quite circuitous, requiring both left and right turns, currently aided by small signs and directional indicators. In short, the existing access and entry into the downtown area lacks definition and any sense of arrival or greeting. Locating Windsor River Road and the centerof town is difficult, confusing and unclear. The traffic circulation element of the Windsor Specific Plan addresses this issue by redirecting traffic flows and primary access to the downtown area through a realignment of Windsor River Road, thereby creating direct access from the freeway underpass.

Photo 1: Existing Entry, East
The freeway overpass defines the existing entry to Windsor Downtown

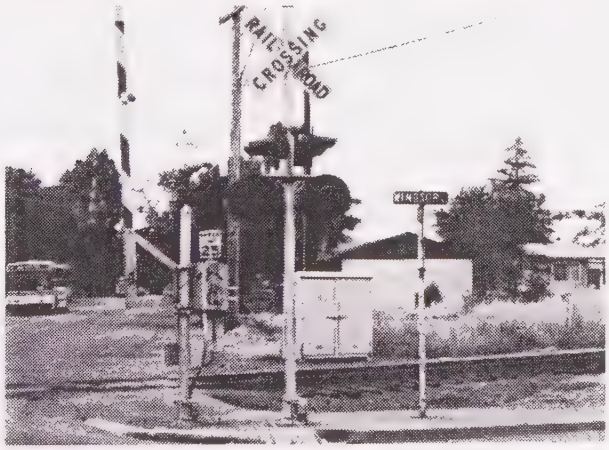


Photo 2: Existing Entry, West
The intersection of Windsor River Road and Windsor Road is dominated by the railroad crossing.

Entry to the site from the west is at the intersection of Windsor Road and Windsor River Road. This intersection is identifiable by the additional intersection of the Northwestern Pacific Railroad right-of-way. The railroad tracks cross Windsor River Road at a 45-degree angle, creating a broad, open intersection and adding a positive quality to the historical ambience of the town. Unfortunately, however, this intersection is lacking in vegetation that would exhibit vertical scale and the result is a barren, underutilized area. Immediately east of this intersection are small streets bisecting Windsor River Road and creating small, isolated parcels. These smaller streets are too close to the intersection of Windsor River Road and Windsor Road and add confusion to the already-broad intersection.

Access from the north is minimal, with the majority of traffic skirting the edge of the study area along the Old Redwood Highway which serves as a primary access route to the freeway.

4.1.2.2 Bridges

Three bridges currently exist at entries to the downtown area. Two are along Windsor Creek near freeway overpasses, the other is at the northern edge of the site along Windsor Road. These bridges provide a continuity and character to the entry into the downtown area.

4.1.2.3 Internal Circulation

Internal site circulation is quite limited. With the exception of Windsor River Road, Windsor Road and Old Redwood Highway, all roads either dead-end or lead into one-way systems. Future roadway plans as outlined in the Specific Area

Photo 3: Existing Entry Bridge
Bridges mark the natural hydrology and ecology of a place

Plan include the extension of Bell Road south and the addition of a bridge crossing over Windsor Creek, thereby providing the only north-south connector road within the study area.

4.1.2.4 Barriers

The study area is fragmented into large parcels by the Northwestern Pacific Railroad, Windsor Creek, and U.S. Highway 101 which traverse the area. These elements act as physical barriers which restrict access and circulation and create a funnelling effect of movement. Methods of mitigating the negative aspects of these elements for vehicles and pedestrians are addressed in this plan.

4.1.2.5 The Northwestern Pacific Railroad

The Northwestern Pacific Railroad right-of-way is presently used by the Southern Pacific Railroad, which operates between six and eight trains per day. The Railroad has filed for abandonment, and it is envisioned that this railway corridor will eventually be utilized as a future high-speed bus or light rail transit corridor intended to alleviate commuter traffic on U.S. Highway 101. Due the potential need for a transit station to serve this corridor, this Plan also addresses alternative locations for a transit station.

4.1.2.6 Gravel Trucks

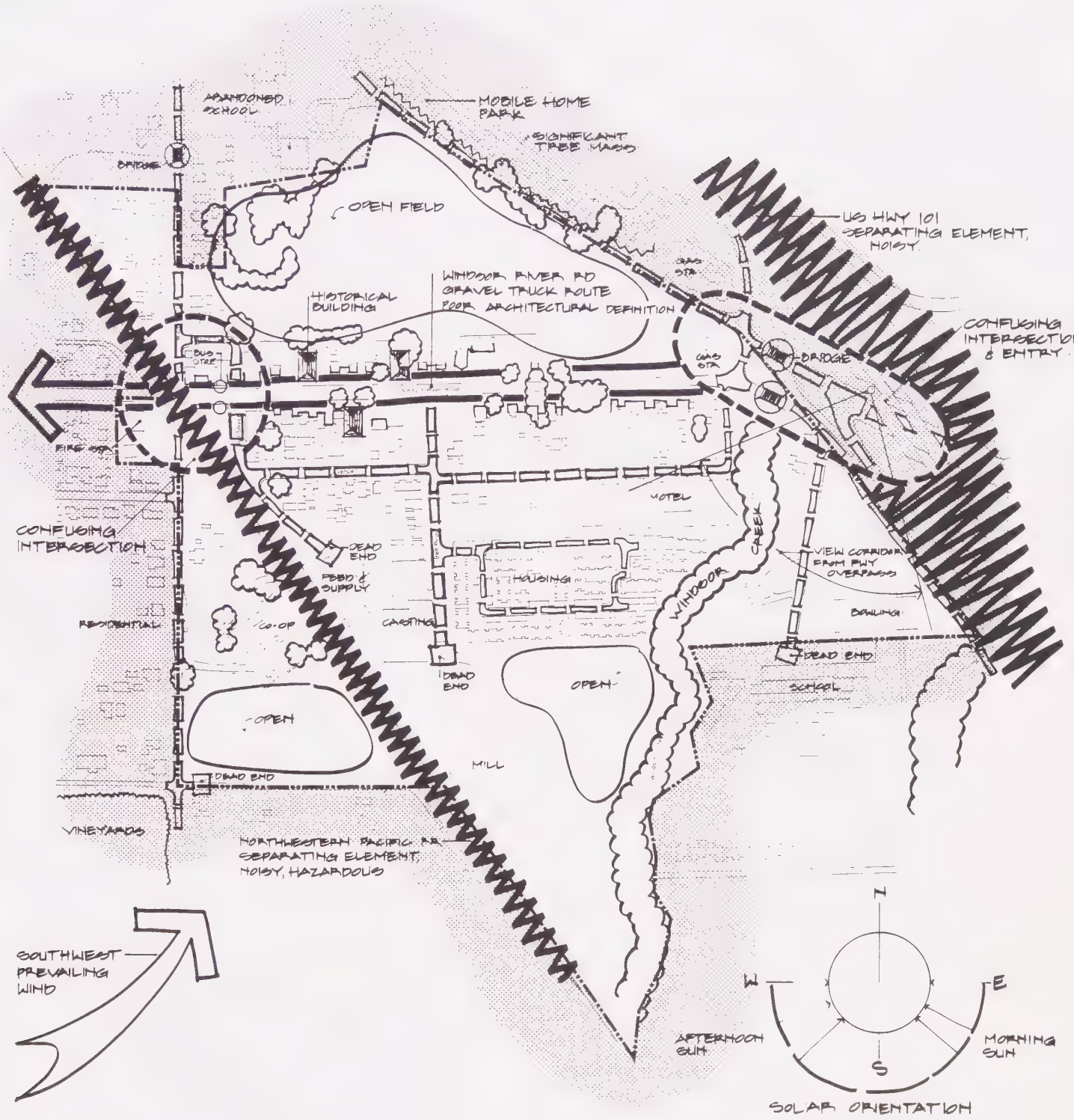
Windsor River Road is currently the primary route used by gravel quarry vehicles from the west as they access the freeway. These trucks dominate Windsor River Road and create a noisy, dangerous, and unsightly environment for the commercial center of downtown Windsor. This traffic has been a continuous source of irritation and nuisance to the

Photo 4: Gravel Trucks on Windsor River Road
Gravel Trucks dominate the traffic on Windsor River Road

town and the businesses which exist there. Planning for the rerouting of these trucks to outside of the study area is in progress. The elimination of these vehicles from the downtown area *will greatly enhance* the realization of the new Windsor downtown as the central business district for the community.

4.1.3 Architectural Character

Windsor, similar to other unincorporated Sonoma County communities, has a rich history dating back to its first post office, established in August 31, 1855. The existing commercial character of the major street--Windsor River Road--however, has been in decline and deterioration for many years. In spite of the present existence of significant historical structures, the area suffers from deferred maintenance, unrelated residual commercial and residential functions, noise, poorly planned traffic



Site Analysis

Windsor Downtown

Sonoma County, Department of Planning

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2421 Mendocino Avenue, Suite 200
Santa Rosa, CA 95401
(707) 544-3920

0 50 100 200 300 500
SCALE: 1" = 100'

Figure 4: Site Analysis

Photo 5: Windsor River Road Today

patterns, and a collection of buildings which have been vacated or allowed to deteriorate.

Access to buildings is generally directly from the roadway via driveways or simply completely open parking bays. Trash collection and service is directly off Windsor River Road. Despite some good attempts at preservation, the streetscape seriously lacks consistency and quality.

Much of the existing architectural quality of the street is related to its historical or near-historical buildings. The extended re-use of these buildings will give diversity and history to the developing commercial area, as well as a cohesive unity of architectural definition.

4.1.3.1 Historical Buildings

The following historical buildings are registered Sonoma County Landmarks and therefore will be preserved and incorporated into the character of Downtown Windsor:

- **Gutchel Residence** (circa 1890)
  321 Windsor River Road

  Occupied by the Gutchel family until Mrs. Gutchell passed away in 1968, this is a well-kept, one-story, wood painted house with modest proportions and decoration.

Photo 6: Gutchell Residence (circa 1898)

- **Old Windsor Community Methodist Church** (built in 1898)
  237 Windsor River Road

  Presently in use as a coffee shop and antique store, this two-story, wood building was patterned after the Richardsonian Romanesque architectural style with square top windows, decorative shingles, gable and pyramided roofs, presenting a simple painted building form.

Photo 7: Old Windsor Community Church (1898)

- **Bell Ranch House** (built in 1860)
  292 Windsor River Road

  A large two-story residence built with Greek revival influences, this house is very simple in form and decoration, with painted horizontal boards.

Photo 8: Bell Ranch House (1860)

The additional following buildings, although not registered County landmarks, have significant historical merit and should be preserved to retain the historic architectural character of the downtown area:

- **Odd Fellows Building**

  Now used as a market, this two-story concrete and block structure with tile roof has a vaguely Spanish influence and provides a good street scale to the western portion of the downtown section of Windsor River Road.

- **Old Masonic Hall** (circa 1890)

  A painted, two-story, brick building near the old Odd Fellows Building, this structure has a street facade with good proportion and restrained, but handsome, decoration.

Photo 9: Odd Fellows Building

Photo 10: Old Masonic Hall

4.1.4 Landscape, Vegetation and Natural Features

4.1.4.1 Windsor Creek/Riparian Vegetation

Windsor Creek is a strong element within the Study Area. Identified primarily by its bridges and the presence of distinctive riparian vegetation, the Creek is severely limited in terms of both physical and visual access. Windsor Creek is an amenity which has great potential and is currently neglected.

A natural riparian vegetative habitat exists along Windsor Creek. This natural element provides a strong orientation to the downtown area and clearly identifies the location of the creek. Windsor Creek is an underutilized natural resource to the community and safeguards are required to preserve its natural qualities and at the same time maximize its recreational potential.

4.1.4.2 Oak Trees

The dominant tree within the study area is the native Valley Oak, *Quercus lobata*. These large, majestic trees are found along roadways, providing a large shade canopy as well as a reference to the vegetative character of the region. These large Oaks also occur in groves on undeveloped land and add to the pastoral feel of the area. They are a strong, positive feature of the site and should be unquestionably preserved.

Photo 11: Mature Valley Oaks

A design objective of new development within the study area is to retain all mature trees whenever possible. The majority of the large-scale trees on the site include oaks, redwoods, pines and eucalyptus.

The Plan

5.1 The Plan: Overall Design Concepts

5.1.1 Entries and Bridges

There is presently a distinct lack of any sense of arrival into the Windsor downtown area. Entrance elements are critical to the establishment of a sense of place and to the creation of a memorable and identifiable character for the town of Windsor. In keeping with the character already established by the historic buildings on the western side of the site, this plan will provide for the physical and visual identification of Downtown Windsor.

Once the downtown core is established and circulation routes improved, the majority of visitors will initially experience Downtown Windsor directly from Highway 101. At this primary entrance to the town, two new bridges will be constructed as part of a roadway improvements project–one at Windsor River Road and one at the Conde Lane extension. Future roadway work will also include a new bridge over Windsor Creek at the Bell Road Extension. A fourth small bridge is existing on Windsor Road at the northern edge of the study area.

Recommendations:

The following recommendations will most effectively utilize these bridges to create a gateway to the downtown area:

- Allow the native riparian vegetation to dominate the landscape treatment and break the more formal street plantings at the point where the roadway crosses the creek.

- Utilize covered pedestrian walkways to further define the bridge and the sense of *crossing into* or *entering* the downtown. A covered pedestrian walkway should flank each side of the main entrance bridge at Windsor River Road, and a covered pedestrian walkway should be provided on only one side of all other newly-constructed bridges. Design features of these walkways can also be repeated within the downtown area—where they could be used as bus stops—for greater cohesion.

- Provide linear planters along the outer lanes of the bridge to create a sense of railing and to provide definition. Plant with seasonal color displays to create a festive entrance which demonstrates a presence of community and a sense of pride to the town.

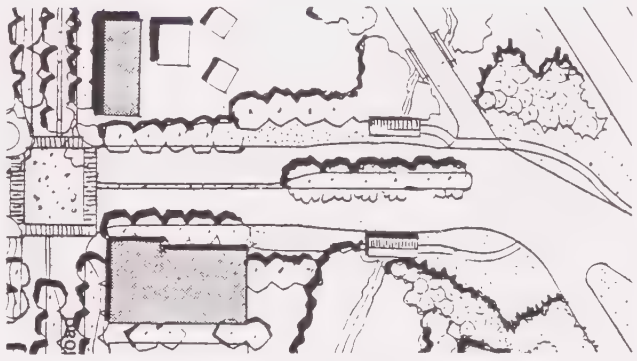


Figure 5: Town Entry, East End

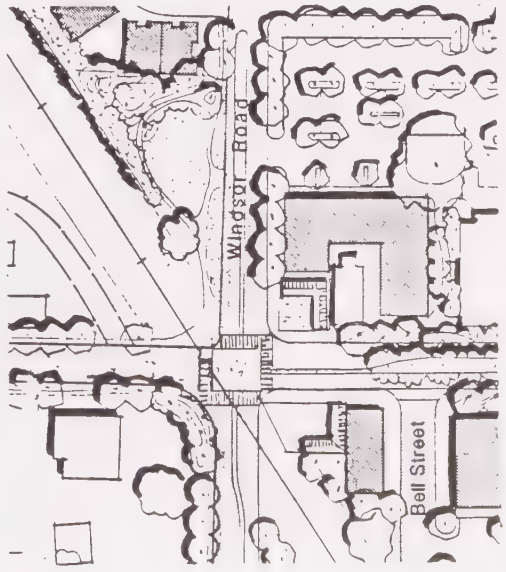


Figure 6: Town Entry, West End

- Incorporate improvements into the Public Works Department's roadway improvements project for integrated design.

5.1.2 Vehicular Circulation

Vehicular circulation for the Windsor Downtown Plan is based upon the following:

- Demand of traffic flow generated by the ultimate build-out of the downtown Retail/ Commercial area.
- The existing and future residential housing which will be accessing the freeway on and off ramps.
- The circulation required to service the Retail/ Commercial development and their adjacent parking lots along Windsor River Road.
- Laabs and Tilton Associates Traffic Analysis Windosr Downtown Plan, November 1987.
- Sonoma County Department of Public Works reviews.

Figure 53 depicts the actual location and number of travel lanes, medians, their widths and turning indicators

This Plan focuses on site-specific considerations of the downtown area, including existing vegetation, and works with the goals and objectives of the Specific Plan to develop detailed recommendations for roadway placements, and streetscape treatment of the entire downtown area.

Recommendations for the roadways, setbacks of structures over 3 feet in height, and landscape corridors are indicated in Figure 8. The roadway recommendations included herein are in response to the objective of providing both an identity to the downtown area and a pedestrian-oriented shopping environment.

Figure 7: Town Entry Elevation: East End

Recommendations:

5.1.2.1
Windsor River Road

Windsor River Road is to be a unified roadway statement from Old Redwood Highway to Windsor Road, sharing a continuity of elements including a landscaped median, lighting, paving and street furniture. The following actions are recommended:

- Preserve all existing trees on the north side of the existing roadway. These trees are primarily large Valley Oaks and play a crucial role in maintaining the character of Windsor; their preservation will help establish a new commercial area which exudes the character of the old town as well as a mature landscape.

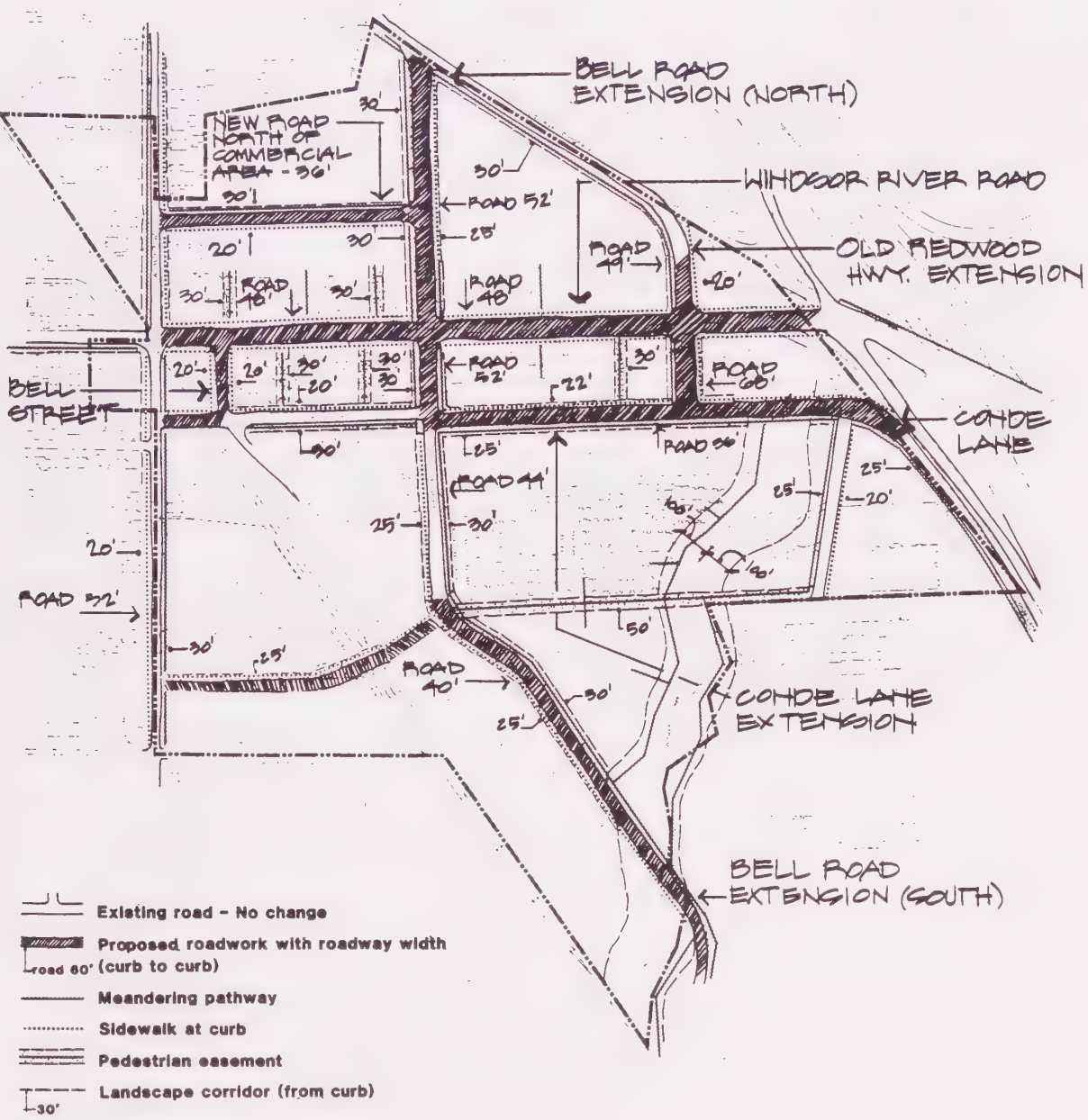
- Create a raised landscaped median 16 feet in width which runs the full length of the roadway segment from Windsor Road to the freeway on/off ramp; create left turn lanes and narrowed median nosings as required at intersections.

5.1.2.2 **Conde Lane Re-Alignment and Extension**

The Conde Lane re-alignment currently emphasizes vehicular movement behind the commercial strip south of Windsor River Road. The majority of Conde Lane traffic terminates at Bell Road and the adjacent residential area.

5.1.2.3 **Bell Road and Bell Road Extension**

Bell Road is the major road intersecting the commercial area at Windsor River Road and is within the heart of the downtown area. This intersection is an important element in unifying the downtown area.



Road Widths & Landscape Corridors

Windsor Downtown

Sonoma County, Department of Planning

MPA Design
Planning and Landscape Architecture
582 Mission Street
San Francisco, CA 94105
(415) 543-4664

Roland/Miller/Associates
Architecture
2421 Mendocino Avenue, Suite 200
Santa Rosa, CA 95401
(707) 544-3020

Figure 8: Road Widths and Landscape Corridors

The streetscapes at the intersection of Windsor River Road and Bell Road should be treated consistently. It is recommended that Bell Road have a landscaped median 16 feet in width, both to the north and south of Windsor River Road, to create a unified look to this key intersection.

It is recommended that Bell Road extending north of Windsor River Road be aligned with the extisting Bell Road right-of-way to the south, thus creating a clean, efficient intersection. This alignment will visually highlight the historic Windsor Community Methodist Church as a corner focal element.

5.1.2.4 Old Redwood Highway Extension

Old Redwood Highway will be realigned at the eastern end to cross Windsor River Road at a "Tee" intersection and terminate at Conde Lane Extension. Old Redwood Highway will continue to function as the primary access to the freeway from the north which skirts the new commerical center. As one of two major intersections along Windsor River Road, it is an important unifying element and should be consistent with the street treatment along Windosr River Road.

At the point where the Old Redwood Highway curves to follow its original alignment, the streetscape should return to the existing character of Redwoods and Oak trees as proposed in Section 6.1—*Street Trees*.

5.1.2.5 New Road: North of Commercial Area

This road is planned for service and access to the parking areas of the commercial core (see *Appendix* for Land Use Modifications). The addition of this road defines the northern limits of the commercial area and allows for increased safety through visibility and easy surveillance.

It is recommended that the location of this road be aligned to save as many trees as possible and meet with a "Tee" intersection to the future residential development area west of Windsor Road.

5.1.2.6 Outside of the Study Area

The following are recommendations for areas outside of the study area:

- Provide alternative access/egress to and from U.S. Highway 101 to help relieve the traffic at the downtown interchange.

    1. Construct northbound off and southbound on interchange at Highway 101 and Arata Lane

    2. Improve Old Redwood Highway and Arata Lane and Shiloh Road pursuant to the Windsor Specific Plan

- Designate and improve an alternate general truck route away from the Windsor River Road Downtown Area.

- To ensure that Windsor River Road in the Downtown Area remains a two-lane facility, the road network should enhance vehicular circulation to carry through traffic around the downtown area by, among other things, the following:

    1. Designate rights-of-way to facilitate east-west vehicular access around the downtown area

    2. Reserve rights-of-way adequate to accommodate the improvement of Windsor Road to five lanes (two travel lanes in each direction with a continuous left turn lane)

- Consider the feasibility of providing additional overcrossings of U.S. Highway 101 linking collector streets on the east and west sides of the highway.

5.1.3 Pedestrian Circulation

5.1.3.1 Adjacent to Streets

In keeping with the character of the region and building a framework to set the tone for future development, this Plan follows the Windsor Specific Plan's recommendation to provide meandering sidewalks wherever practical along arterial roadways and collector streets.

Recommendations:

- Create a meandering pathway 6 feet in width on at least one side of each roadway. Each pathway would occur within landscaped areas having an overall width of 15 feet, measured from the edge of the roadway, and meander gently in a linear direction with curves having a minimum radii of 75 feet. These sidewalks should be seeded aggregate concrete (see *Design Details*). The meandering sidewalk should be set within a turf/groundcover planting for a park-like atmosphere.

- Create a seeded aggregate concrete pedestrian sidewalk 5 feet wide, abutting the curb on the adjacent edge of roadway. Future development of the area requires a pedestrian system on both sides of the street to ensure safety and clear pedestrian movement separate from vehicular systems.

- Along Windsor River Road, allow the pedestrian system to follow the typical sidewalk treatment of old towns in the area and what exists in Windsor today. The sidewalks will provide frontage between retail areas and the edge of curb and will provide a promenade for movement along both sides of streets. The overall width of sidewalk will be determined by building setbacks from the roadway edge; the minimum will be 16 feet from curb to face of building wall.

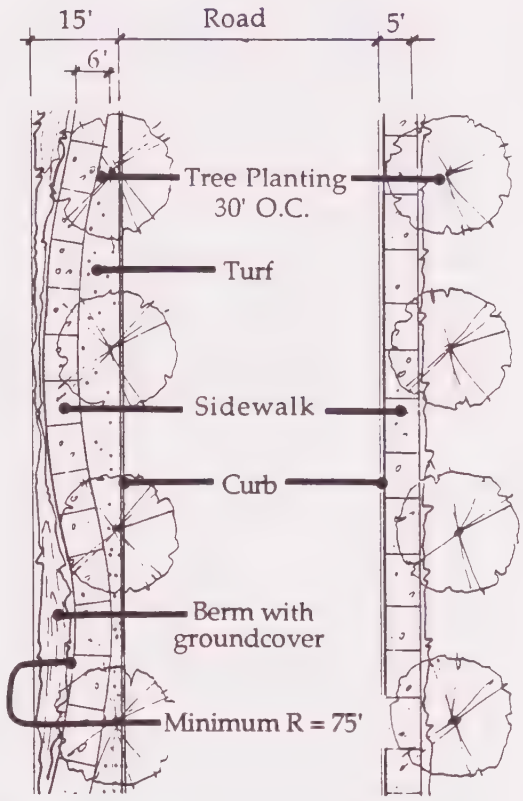


Figure 9: Pedestrian Circulation Adjacent to Streets

5.1.3.2 Internal Pedestrian System

The pedestrian system is separated from the street system at specific locations (see Figure 8: Pedestrian Easements). These specific-purpose easements provide mid-block circulation to facilitate pedestrian movement through town. In keeping with the goal of the Windsor Specific Plan to create a pedestrian-oriented downtown, these pedestrian walkways provide links to the core commercial area and provide direct movement patterns across the downtown area. The easements, which range from 30 to 50 feet in width, create small linear open space corridors which complement the character of the proposed meandering pathway system and adjacent landscaping and provide continuity within the downtown area, as depicted in Figure 10.

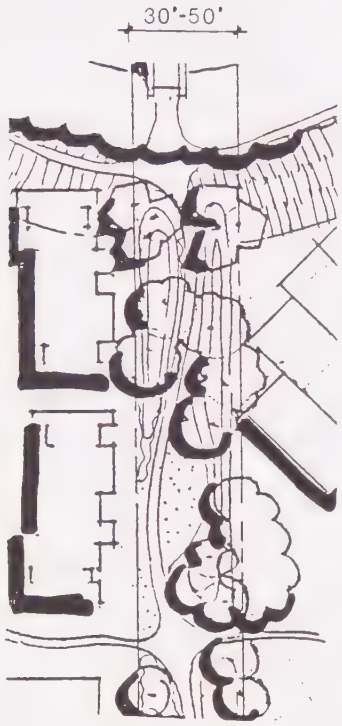


Figure 10: Internal Pedestrian Walkways

The seeded aggregate concrete pathway within these easements should be 8 feet wide and designed to accommodate small service and maintenance vehicles. Pedestrian-scale lighting at a mounting height of 12 feet should be included to provide a safe walking environment.

5.1.3.3 Along the Windsor Creek Parkway

Another pedestrian movement pattern will occur with future development of the Windsor Creek Parkway. The development of a strong pedestrian walkway along the creek corridor will provide site linkages in a north-south direction and act as a collector for both the pedestrian system along the streets and the pedestrian easements. For more detail, refer to the *Development Area 9* section of this report.

5.1.4 Streetscapes

Street landscapes and effective utilization of trees will serve to unify the Downtown Windsor area. Street trees for the downtown area have been selected based upon their form and subsequently their ability to provide large canopies appropriate to the width of each street. A major existing landscape component is the form of the existing trees, which drape over the roadways and create a friendly, protective character. Additionally, the high temperatures of the town's summers are relieved by the shading effect of trees on the roadways.

The Downtown Plan proposes to strengthen this landscape concept for all major streets within the study area. Street trees will be planted in rows and will follow a symmetrical grid pattern at 30 feet on-center wherever possible to reflect the grid of the town's original orchards, which are a strong element of the region's agricultural history.

5.1.4.1 Street Treatments

The intersection of Windsor River Road and Bell Road is the center of the 110-acre site and forms the heart of the downtown commercial area. Street treatment, including street tree plantings, should be utilized on both sides of the roadway at 30 feet on center. The Street Tree Plan (Figure 11) visually demonstrates all planting recommendations.

The Street Tree Plan shows interruptions to the 30-foot grid to allow for the following specific conditions:

- Where existing historic structures are to be highlighted;
- Where existing or proposed groupings of oaks are designed to break the linear pattern of deciduous trees;
- Where view corridors and visual safety lines have been identified;
- Where it is desirable to create special *envelopes* off the street, i.e. adjacent to parks and open spaces;

Street Tree/Planting Concepts Diagram

Windsor Downtown

Sonoma County, Department of Planning

Figure 11: Street Tree Plan

Figure 12: Typical Cross Section at Windsor River Road looking west (A′ - A)

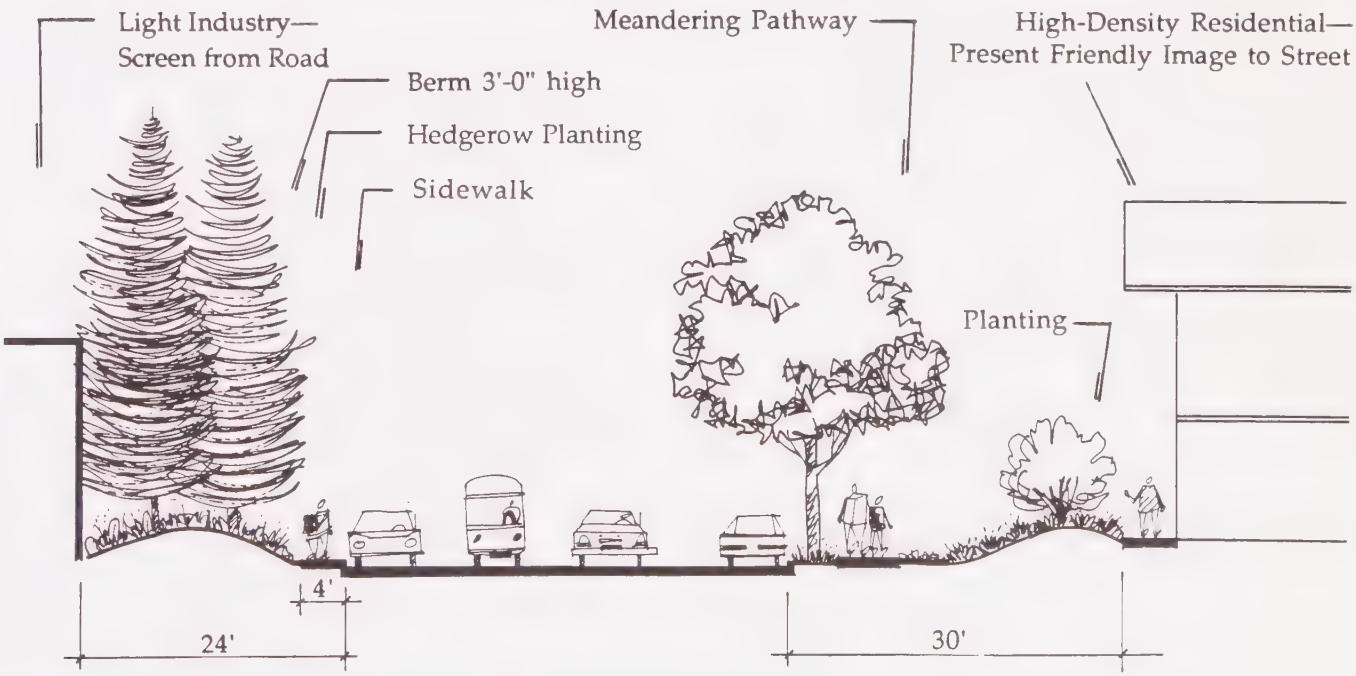


Figure 13: Typical Cross Section at Bell Road looking Northwest (B′ - B)

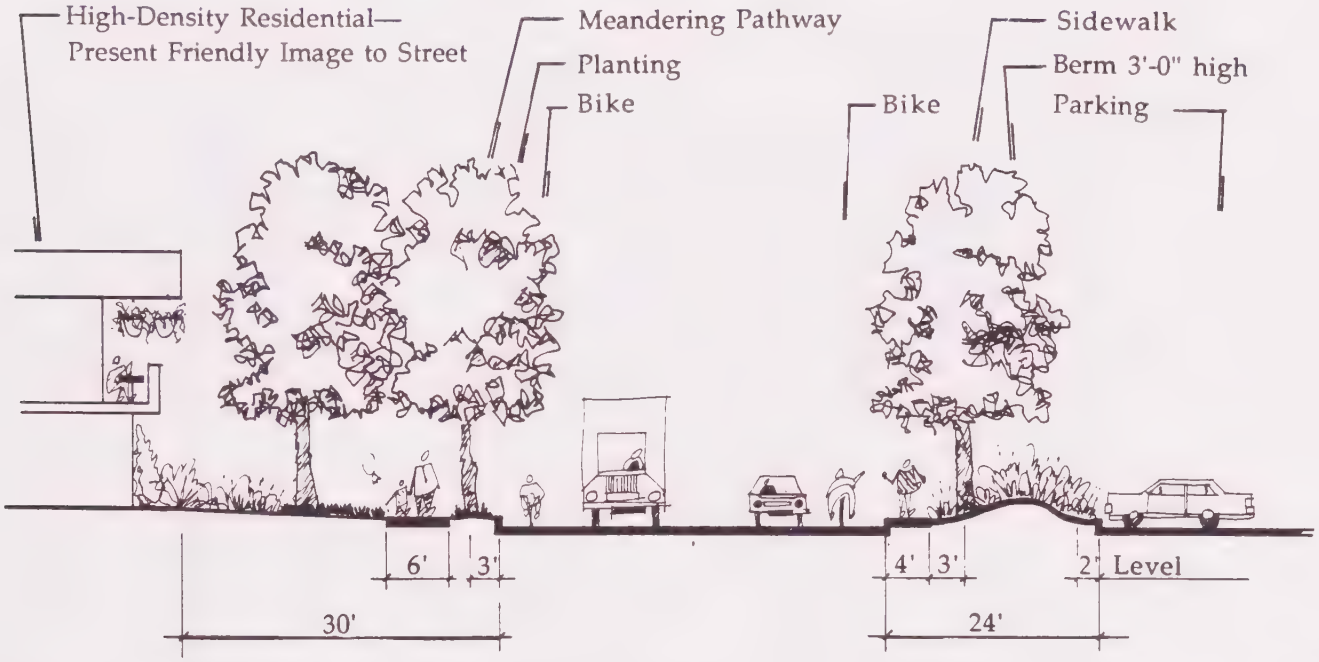


Figure 14: Typical Cross Section at Bell Road looking North (C′ - C)

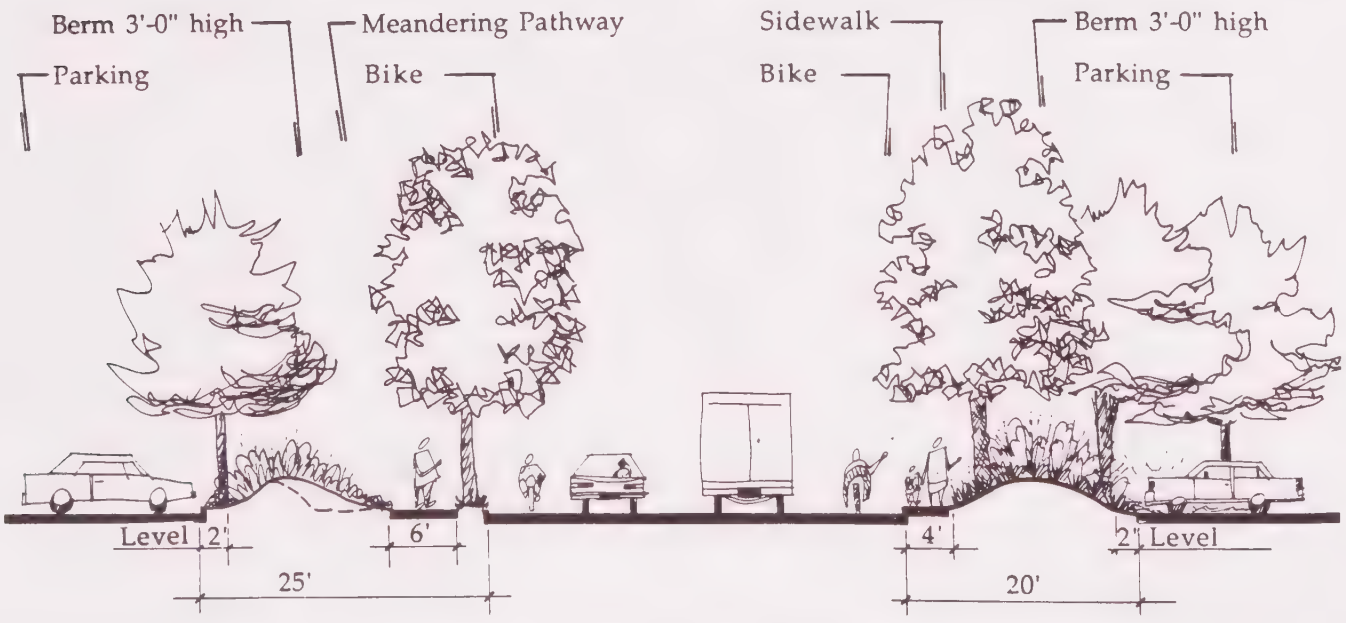


Figure 15: Typical Cross Section at Conde Lane Extension looking East (D′ - D)

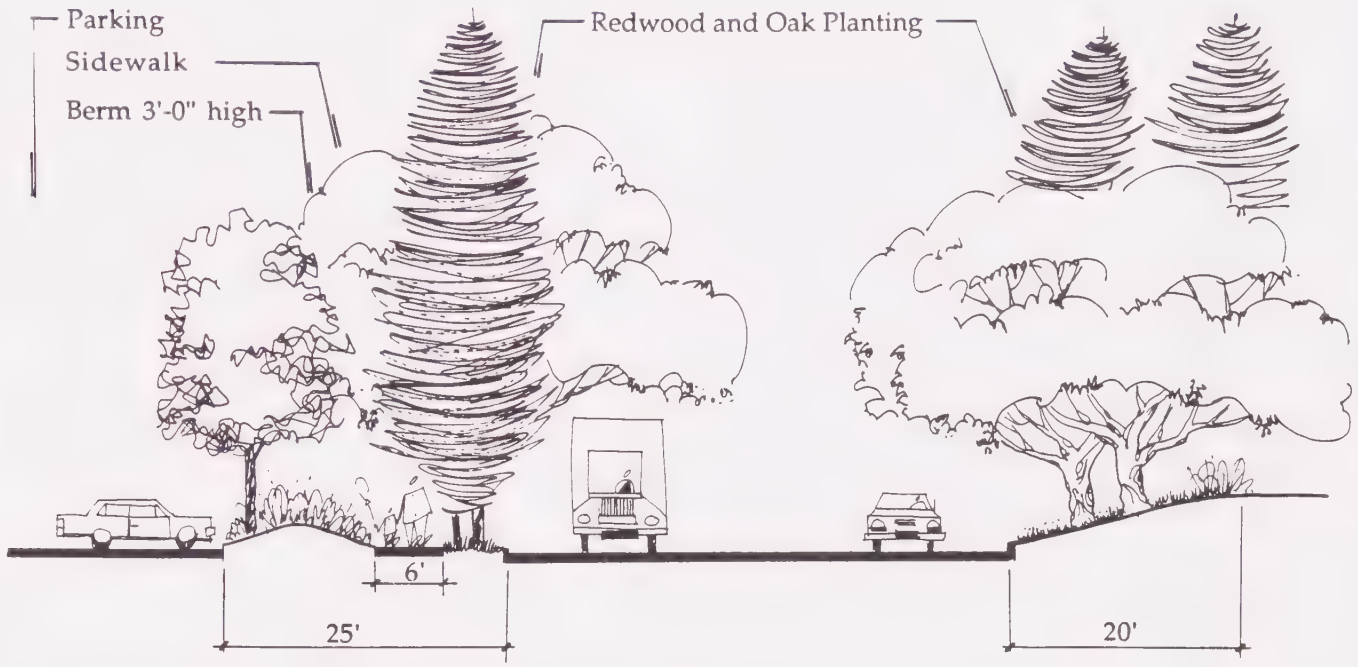


Figure 16: Typical Cross Section at Old Redwood Highway looking Northeast (E' - E)

- To identify pedestrian corridors at the intersection of the roadway, where flowering trees will highlight the pedestrian system and warn drivers of impending pedestrian traffic.

5.1.4.2 **Tree Species**

Street trees will be primarily deciduous to allow solar access to buildings and outdoor use areas in winter months, except along Windsor River Road where the 16 foot wide median will contain a broadleaf evergreen species, Coast Live Oak, *Quercus agrifolia.* The establishment of the evergreen trees will provide a consistent year-round character to the town and will afford visual interest to the street system. The use of oak trees will strengthen this species' dominant role in the landscape, consistent with the character of the region.

5.1.4.3 **Setbacks**

The minimum setbacks from back of curb to parking or structures are shown on the Road Widths and Landscape Corridors Map, Figure 8 and in cross section in Figures 12 through 16. The extent of the setback is determined by:

1. The inclusion of a meandering walkway along the roadway; and

2. The inclusion of a landscaped area to buffer adjacent land uses from the roadway.

A portion of the Landscape Corridor is within the road right-of-way. The exact dimension of the right-of-ways will be determined by the Public Works Department of Sonoma County.

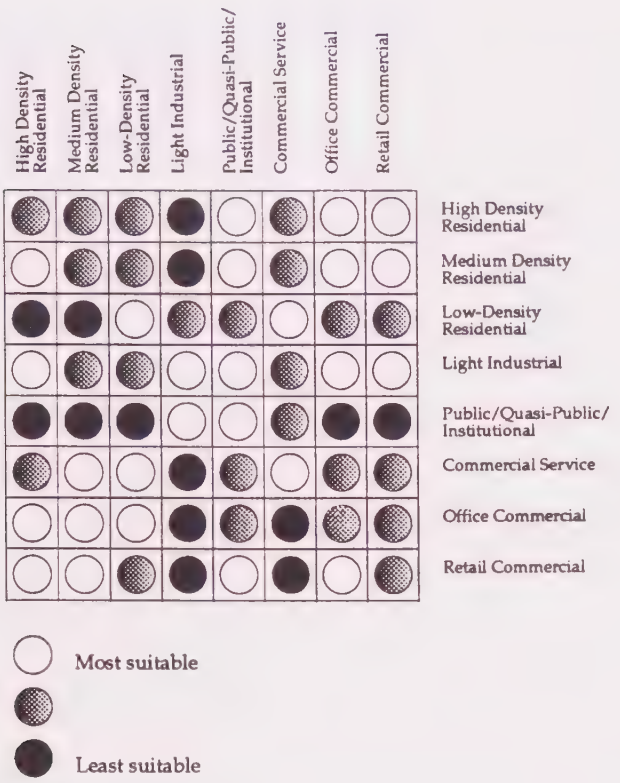


Figure 17: Land Use Compatibility Matrix

5.1.5 Buffers

Buffers separating diverse land uses are identified on the *Land Use Relationships* diagram, Figure 18. They are based upon an evaluation in the Land Use Suitability Matrix illustrated in Figure 17.

The *Land Use Matrix* ranks the relationship of every possible combination of adjacent land uses within the study area and assesses the level of compatibility between these land uses. This ranking subsequently establishes criteria for developing junctions between adjacent compatible land uses and for creating buffers or screens between land uses which are less desirable.

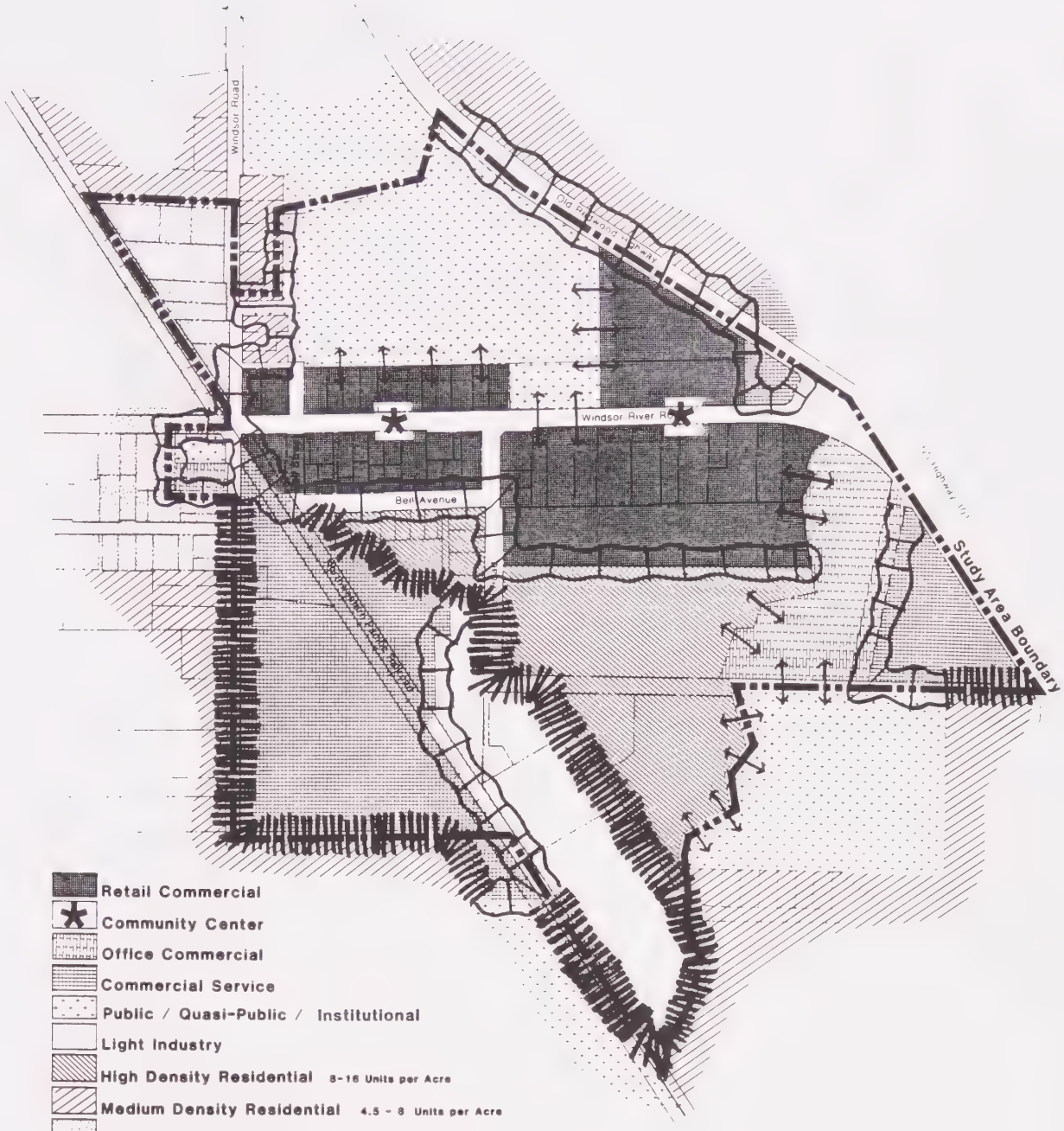
For example, the relationship between *Retail Commercial* and *Office Commercial* is highly desirable, due in large part to the notion that office workers will be customers to businesses within the *Retail Commercial* area. The matrix ranks this relationship as most suitable, and in areas where these land uses abut, the physical elements of the plan allow for free flow of people and automobiles. Conversely, the relationship between *Light Industrial* and

Medium-Density Residential is undesirable and is ranked as least suitable. Where these land uses abut, screening and berming techniques will be required to minimize the impact of one land use upon the other.

Buffers will consist of redwood hedgerows (Figure 36) as dense plantings which provide visual screening and minor noise mitigation. Historically, these elements in the landscape have provided wind shelter for agricultural areas and residences. Hedgerows will be used along the streets where indicated on the Land Use Relationships Diagram (Figure 18) to buffer Industrial, Service Commercial, U.S. Highway 101 and the future transit corridor. Redwood hedgerows will also be used between large parcels or properties to restrict views and access from adjacent residential areas.

5.1.6 Windsor Creek Parkway

The creation of a parkway along Windsor Creek is a highly desirable open space amenity of the Downtown Windsor area. Sensitive development for pedestrian access and passive recreation will commence with the preservation and enhancement of the Creek. The parkway should include access to the Creek and open space areas within an easement 200 feet wide, available for picnicking, informal play, parcourse activities, children's play areas, and nature study. The Creek will become a central resource and identifying element of the town. Refer to *Development Area 9* for more information.



Land Use Relationships

(Source: Windsor Specific Plan)

Windsor Downtown

Sonoma County, Department of Planning

MPA Design
Planning and Landscape Architecture
562 Mission Street,
San Francisco, CA 94105
(415) 543-4664

Roland/Miller/Associates
Architecture
2421 Mendocino Avenue, Suite 200
Santa Rosa, CA 95401
(707) 544-3920

0 100 200 400 800

Scale in Feet

Figure 18: Land Use Relationships Plan

Figure 19: The Retail/Commercial Street

5.1.7 The Commercial Core

The general objective of the Downtown Plan is to attract businesses, shoppers and visitors with an improved and unified presentation of the Windsor Downtown area. Once this Plan is implemented, visitors and residents alike will experience such amenities as landscaped unified roadways, new pedestrian systems separate from vehicular traffic flows and a general architectural character consistent with the history of the town.

An intended objective of the plan is to create a pedestrian-oriented street with walkway promenades and parking at the rear of buildings. Pedestrians will enjoy wide, street-front walkways, made interesting by occasional seating alcoves adjacent to planting, building setbacks, attractive street furniture and lighting. Flower containers will add color and life. The commercial structures will be attractive to visitors and shoppers, having an appropriate and lively architectural character and presence.

A small town square is proposed at the intersection of Windsor River Road and Bell Road, providing the only significant break to the row of store and business fronts.

This small city park will encourage stopping and relaxation. Restaurants and other entertainment centers will enliven the evening shopping hours and Windsor's downtown will be the center of a vital, growing, progressive, and environmentally caring community.
Additional features will be:

- An architecture of diversity, related by use of material, form, texture and color.
- Attractive commercial stores and shops with appropriate signing and graphics.
- Diversity of uses, including shopping, offices, institutions and agencies.
- Entries to parking predominantly from side or rear streets.
- Benches along the pedestrian sidewalks.
- Preservation of open space around existing buildings to be used as pedestrian passageways to the parking areas.

Development Areas

5.2 Development Areas

The potential buildable areas of the downtown plan are broken down into development areas, illustrated in Figure 20. These nine areas share similar land uses and relationships to roads or physical elements of the site. They also allow for the incorporation of existing small parcels into larger building units.

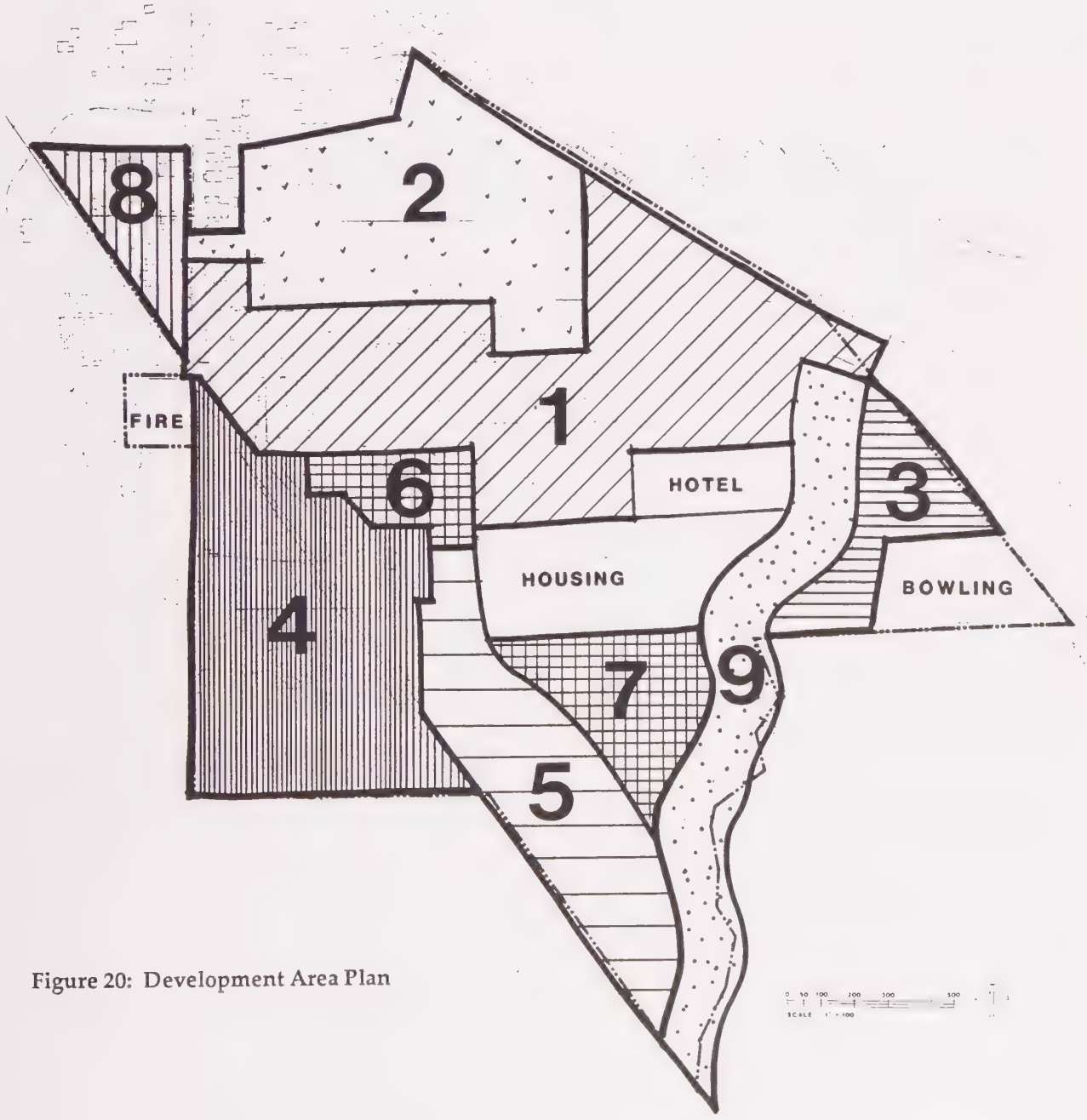


Figure 20: Development Area Plan

5.2.1 Development Area 1: Commercial

This 25-acre area consists of the two-block area--one-third of a mile in length--along Windsor River Road and includes all the parcels which front the road between the freeway access point and its intersection by the Northwestern Pacific Railroad tracks. This parcel consists of the principal downtown core and is the focus of future commercial growth in Windsor.

5.2.1.1 Existing Land Uses

Existing land uses are a combination of small businesses, residential and vacant land. A major and significant portion of the land use is in decline, dilapidated or otherwise of decreased value. Some historical buildings and other older buildings form an important architectural and historical core to the street and should remain and be preserved. A constant stream of gravel trucks on the road contribute noise and pollution to the environment and create a formidable obstacle for optimal street development.

5.2.1.2 Vehicular Access

The proposed roadway modifications are devised to respond to the Windsor Specific Plan and a corresponding Public Works traffic study. Indicated is a two-lane road with median between Windsor Road and the new alignment of Old Redwood Highway and a six-lane road with median between Old Redwood Highway and the freeway. The median will be fully landscaped and shaped for appropriate turns.

No parking is designated directly off Windsor River Road; all parking is planned to the rear of buildings with access provided from rear and side streets. Several accesses are provided directly from Windsor River Road to the parking at the rear of the proposed commercial development.

Parking provided totals approximately 1,370 spaces: one space per 200 square feet of retail; one space per 250 square feet of office.

A large parking area serving the northwestern portion of the commercial development encroaches into Development Area 2. This is necessary to provide adequate parking in a location of probable high intensity development. See Appendix titled *Land Use Modifications* for greater detail.

5.2.1.3 Pedestrian Access

The Windsor River Road commercial area is specifically designed to appeal to pedestrians. Features will be sidewalk promenades on both sides of the street, convenient access from parking continuously provided behind all commercial establishments, separation of vehicular and pedestrian movement, convenient pedestrian street crossings, and a continuous landscape band to provide shade and draw attention to the street and storefronts. Planting accents are indicated along the sidewalk at both sides of the street. These planting areas provide seasonal color and small-scale accents occuring informally along the street. Benches with backs and trash receptacles will be incorporated into these flower accent areas along Windsor River road to encourage pedestrian activity along thge street and to enrich the historic quality of the downtown.

Historcal buildings will connect via a pathway link to parking which will provide a buffer around the buildings' perimeter. Various other pathway links will be provided to allow convenient movement between parking and the street.

Other pedestrian amenities, such as conveniently-located bus stops, public telephones and drinking fountains are illustrated on Development Area 1 Plan (Figure 22) and in *Design Details*, Section 6.

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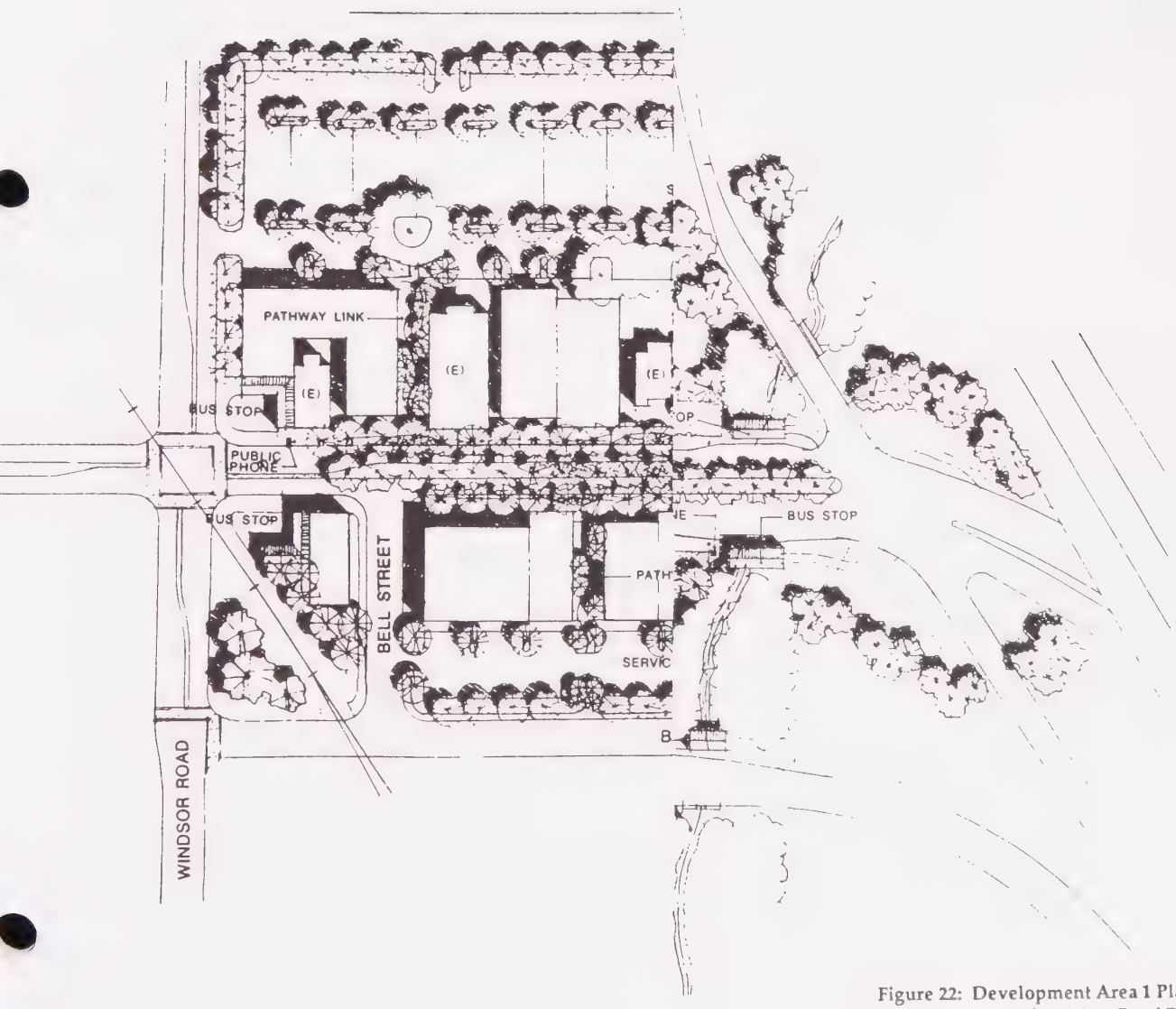


Figure 22: Development Area 1 Plan: Commercial
Windsor River Road Development Plan

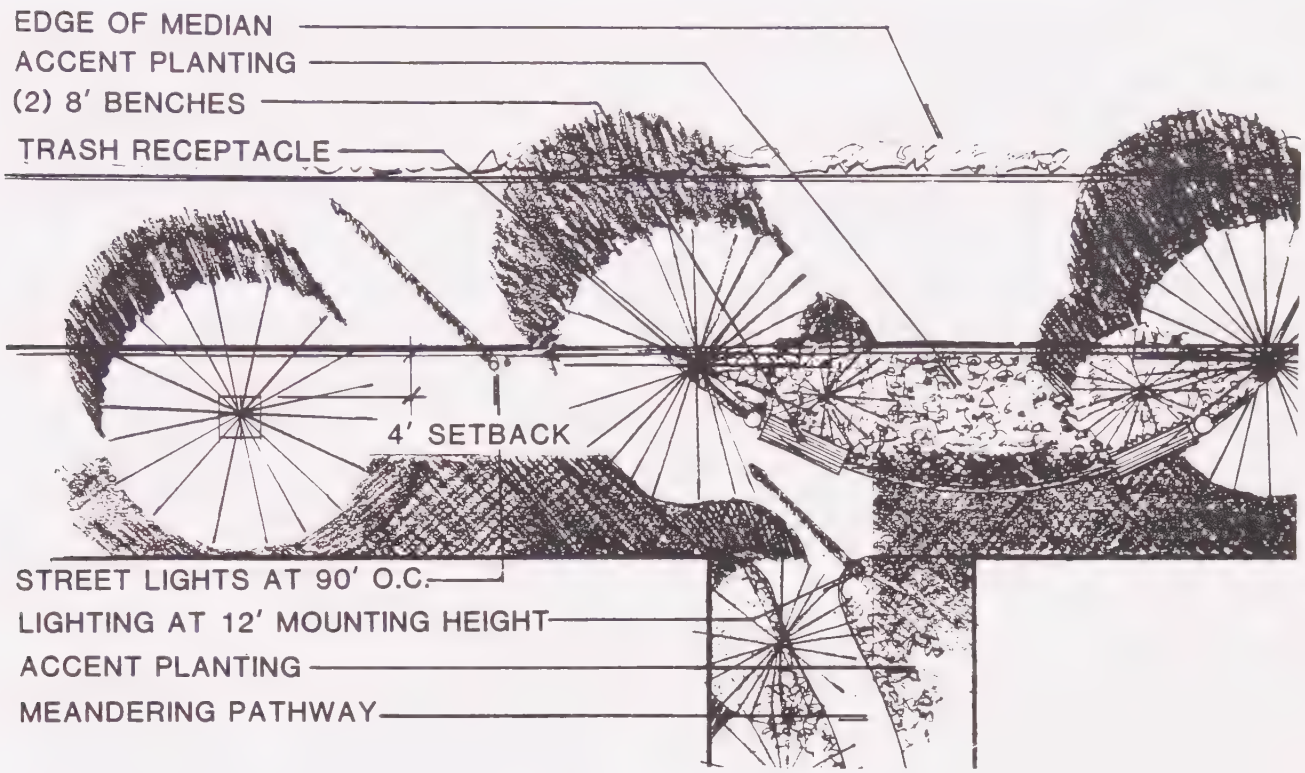


Figure 21: Seating Alcove

5.2.1.4 Architectural Character

The proposed "theme" of Downtown Windsor is to utilize the historical character of the downtown area to provide a collection of buildings forming a streetscape which, along with landscaping, pedestrian walkways and other amenities, form a handsome and inviting environment. The process of achieving this is complicated by the existing conditions of the street and current land parcelization. The plan indicates existing parcels but encourages, wherever possible, combinations of parcels to better facilitate the plan objectives. Beyond that, the plan proposes a highly pragmatic solution to a complex problem of building and rebuilding a downtown.

Simple, direct geometric roof and storefront profiles can recall the Windsor architectural heritage without repeating it. This bold but simple approach provides opportunity for unique and individual design expression within an evolving, coherent, downtown character.

Possibilities include, but are not restricted to, gables, straight storefronts, hip roofs and free standing structures. Building mass and profile is more important than detail. A simple, minimalist, vernacular elegance is the principle design determinant.

5.2.1.5 Anticipated Commercial Uses

Old Downtown Windsor currently attracts no commercial development. Although located in the center of present and planned Windsor, it does not have the character or amenities attractive to shoppers and businesses. In the meantime, business is drawn to decentralized shopping centers like Lakewood Hills.

Figure 23: Windsor River Road Streetscape
Shoppers want to be in an interesting and delightful place

Recommendations:

- The scale, character, color and convenience of the commercially developed downtown be such as to attract shoppers.
- The downtown should emerge as the most desirable gathering place for members of the community.
- Uses should be varied, including specialty stores, boutiques, grocery or produce stores, dry goods, services, professional offices, agencies, entertainment centers and restaurants. Evening as well as day time business should be encouraged.

5.2.1.6 Historical Landmarks

Although many of the historic structures within the town of Windsor are dilapidated or inappropriate to the intended commercial revitalization of the area, for reasons of historical value and architectural heritage, certain structures are identified to remain (see Section 4.1.3.1). The extended re-use of these buildings will give diversity and history to the developing commercial area.

5.2.1.7 Materials

Exterior materials consistent with the basic vernacular approach are recommended. These include a limited pallet but a wide range of applications.

Wood Architecture: shingle, rustic, or lapped siding, always painted.

Masonry: stone, brick or concrete block, used naturally; except where concrete block is used, it should be either textured or painted.

Roof Materials: Although most roofs will likely be flat and therefore not visible, some sloping roofs may occur with visible materials. Metal, wood, file, etc. may be used as long a coloration remains dark.

Entries: May be either recessed or flush. When flush, consideration should be given to the use of

awnings which should relate specifically to the entrances.

Colors: Bright colors may be used, but preferably in detail applications, i.e. trim, window mullions and accent areas.

In materials and detail, as well as basic form, a vernacular simplicity is desirable. None of this is intended to be deliberately historical. Recall, influence and continuity with the past are keys to this plan.

5.2.1.8 Sides and Rear of Buildings

Exposed sides of a building, including the rear, shall be of a consistent architectural character. This includes the use of materials, heights and general detailing. The street or entrance side can be relatively more detailed and complex if this is appropriate. Since parking is accommodated entirely at the rear of buildings, a secondary entrance for service of customers should be provided. The character of the rear facade should be strongly related to the front facade without the minimum height requirement.

5.2.1.9 Mechanical Equipment

Heating, ventilating and air conditioning equipment shall be screened from view by parapets or screenwalls.

5.2.1.10 Service Entrances and Trash Enclosures

Service entrances should be simple and clutter free. Trash containers shall be out of view or behind trash enclosures. Trash enclosures should be designed to meet current local pick-up standards and be enclosed within screened areas in the rear parking lots. Materials and details of construction should be compatible with adjacent buildings. Central trash facilities for shared collection is advisable for small parcel developments.

5.2.1.11 Diversity

It is intended that structures fronting on Windsor River Road have an architectural consistency outlined above. Diversity, and originality within this context, is encouraged. New buildings on adjacent streets can be entirely different in character.

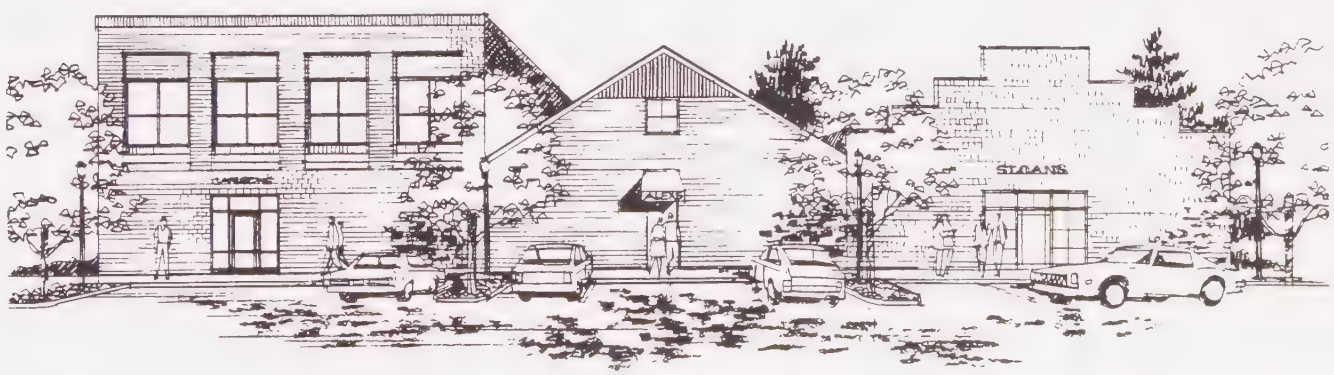


Figure 24: Commercial Area
Facade at parking lot—architectural quality is important on all sides of the buildings in the commercial zone.

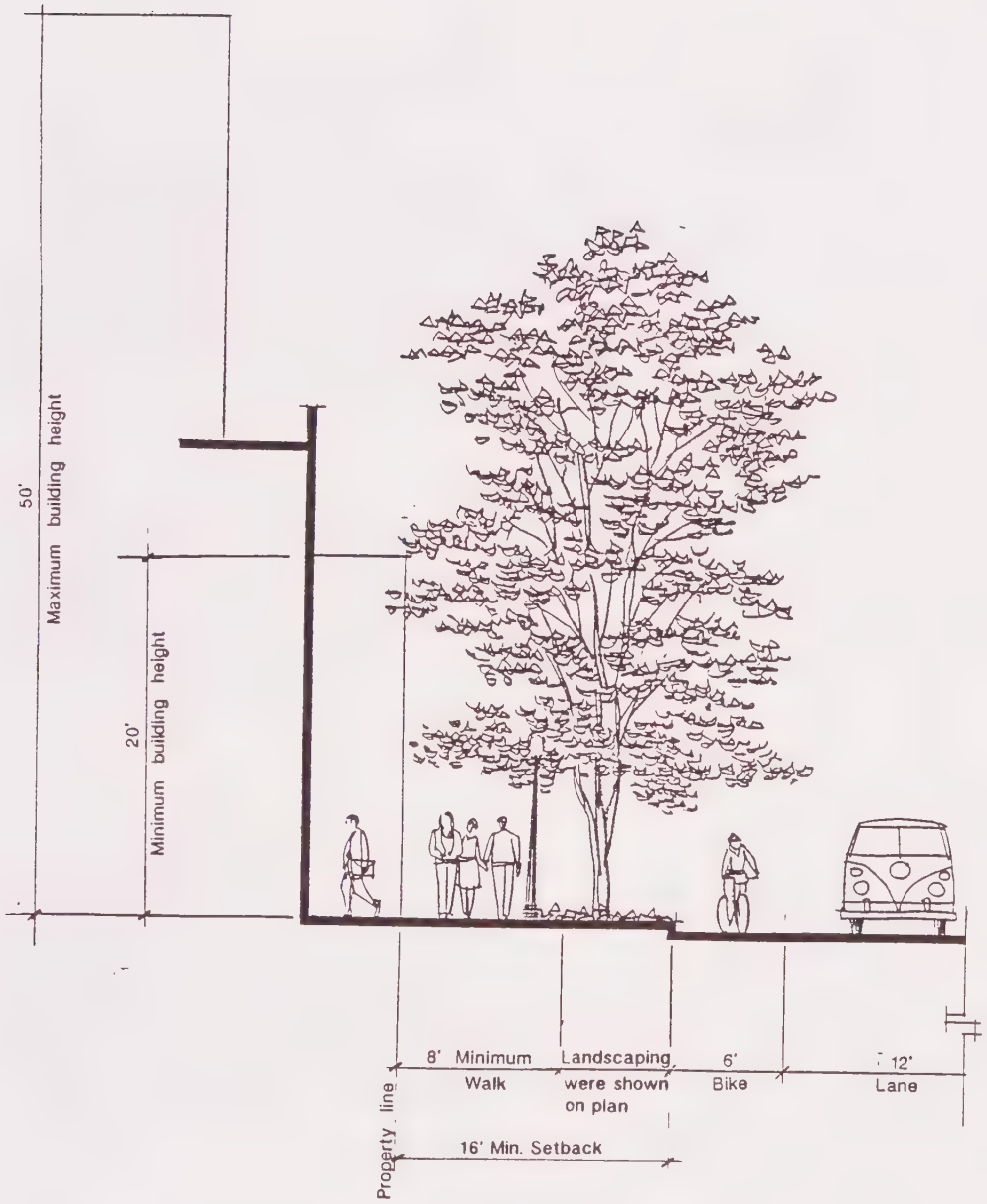


Figure 25: Minimum Building Heights

5.2.1.12 Building Height and Setbacks

Because commercial development emphasizes ground floor leasable space, it is anticipated that a major portion of the buildings fronting Windsor River Road will be single story.

The widening of the road and the need for sufficient architectural scale along the streetscape, however, requires buildings of a greater height than the typical one-story structure. In addition, it is expected there will be a need for two- or three-story commercial or professional buildings, giving diversity to the urban scale. It is not presently expected that buildings of four stories and above would be appropriate.

The buildings should be set back from the street-front property lines at various intervals to add visual interest to the sidewalk and buildings themselves.

Recommendations:

One story buildings shall have a minimum 20' height at all exposed sides. Buildings with gables or hip roofs may be measured to the average height of the slope from street level. In no case shall the vertical wall height be less than 14 feet high, including the rear entry facade, as indicated in Figure 26.

Buildings along Windsor River Road shall have a three-floor height limit, or 50 feet, whichever is less.

Buildings, or portions of buildings, should be set back from the sidewalk property line a minimum of 10 feet. To create this variety the following shall apply:

- Buildings on properties less than 100 feet wide may be built to the property line.
- Buildings with approximately 100 feet of street frontage will be set back a minimum of 10 feet.
- Buildings with approximately 150 feet or more of street frontage will set back a minimum of 50% of the frontage by a minimum of 10 feet.

5.2.1.13 Signage

Business owners and commercial developments require direct, bold, easy-to-see identification graphics. Boutique signs are desirable and encouraged, but larger wall mounted signing is consistent with the downtown plan.

Recommendations:

Colors: any color is an option, subject to Design Review Board approval.

Style: any style is an option, subject to Design Review Board approval.

Dimensions: See Figure 27 for maximum sizes. There is no minimum size.

Permitted:

- Signs can be mounted projecting at right angles to the building.
- Signs mounted on the building shall be individually fixed letters.
- Lighting: back lighted, front lighted (without glare), individually lighted, neon lighted per code.
- Signs painted directly on windows.
- Signs at rear entrances.

Not Permitted:

- Roof mounted signs.
- Signs above roofs.
- Plaque or cabinet box mounted signs on building background.

Figure 26: Typical Building Heights and Massing

MAIN BUILDING SIGNAGE — 8 INCH MIN./10 INCH MAX.

- SOLID LETTERS APPLIED DIRECTLY TO BUILDING FACADE IN CONTRASTING COLOR
- MOUNTING HEIGHT 10' MIN. / 14' MAX.

WINDOW & DOOR SIGNAGE — 1 INCH MIN./4 INCH MAX.

- VINYL LETTERS AND NUMBERS APPLIED DIRECTLY TO GLASS IN WHITE OR LIGHT CONTRASTING COLOR
- MOUNTING HEIGHT 3' MIN. / 7' MAX.

Figure 27: Signage Standards
Business owners require direct, bold, easy-to-use identification graphics

5.2.2 Development Area 2: Civic Center & Adjacent Neighborhood

This 15.3-acre development area consists of mostly vacant land but touches Windsor River Road to the south, Old Redwood Highway and the school property to the north, and has access to Windsor Road to the west.

5.2.2.1 Existing Uses

Currently the principal existing use is the Windsor Community United Methodist Church, which is situated at a prominent site on Windsor River Road. The remainder of the site is open land that includes a large grove of elegant oak trees. A portion of this area, which is currently owned by the school district, is the proposed future site for the Civic Center.

5.2.2.2 Vehicular Access

Access to the site has been enhanced via two new proposed roads--Bell Road, extending from Windsor River Road north to Old Redwood Highway as the major new road to and from the heart of the commercial core; and a new road connecting Windsor Road to Bell Road and serving the parking areas to the north of the main business district. Parking in this area could provide for joint use with the yet undetermined developments north of the new road.

5.2.2.3 Pedestrian Circulation

Circulation is primarily along streets via the meandering walkway and sidewalk system. The future land use of the vacant area will determine the possible future need for internal pedestrian linkages in a north/south direction.

5.2.2.4 Civic Center

The Civic Center buildings, which are likely to include a city hall, police facility and library, will be located on a three-acre site, which will include walkways, the various buildings, parking and future expansion space.

The architectural character of the civic center can be unique and contemporary, not necessarily an extension of the commercial vernacular along Windsor River Road. The complex should have presence and importance while avoiding over monumentality. A one or two-story scale is appropriate.

5.2.2.5 Remainder of School Property

The portion of the school site not occupied by the Civic Center has been left undeveloped in this proposal. It is a beautiful site with large oaks, suitable for a variety of uses such as commercial, parking, etc. It is proposed that, due to the potential importance of the property and the current questions concerning its use, this property be left for future development which is complementary to the Retail/ Commercial core and the Civic Center.

5.2.2.6 Town Green

A small park is proposed at the northeast intersection of Windsor River Road and Bell Road extension (north). It is intended that this open space will become the focus and aesthetic hub of the downtown area. This open space must be carefully coordinated with the adjacent church facilities to ensure proper integration. The park should include some form of public art, fountain, clocktower or some other feature to strengthen its image as a focal point.

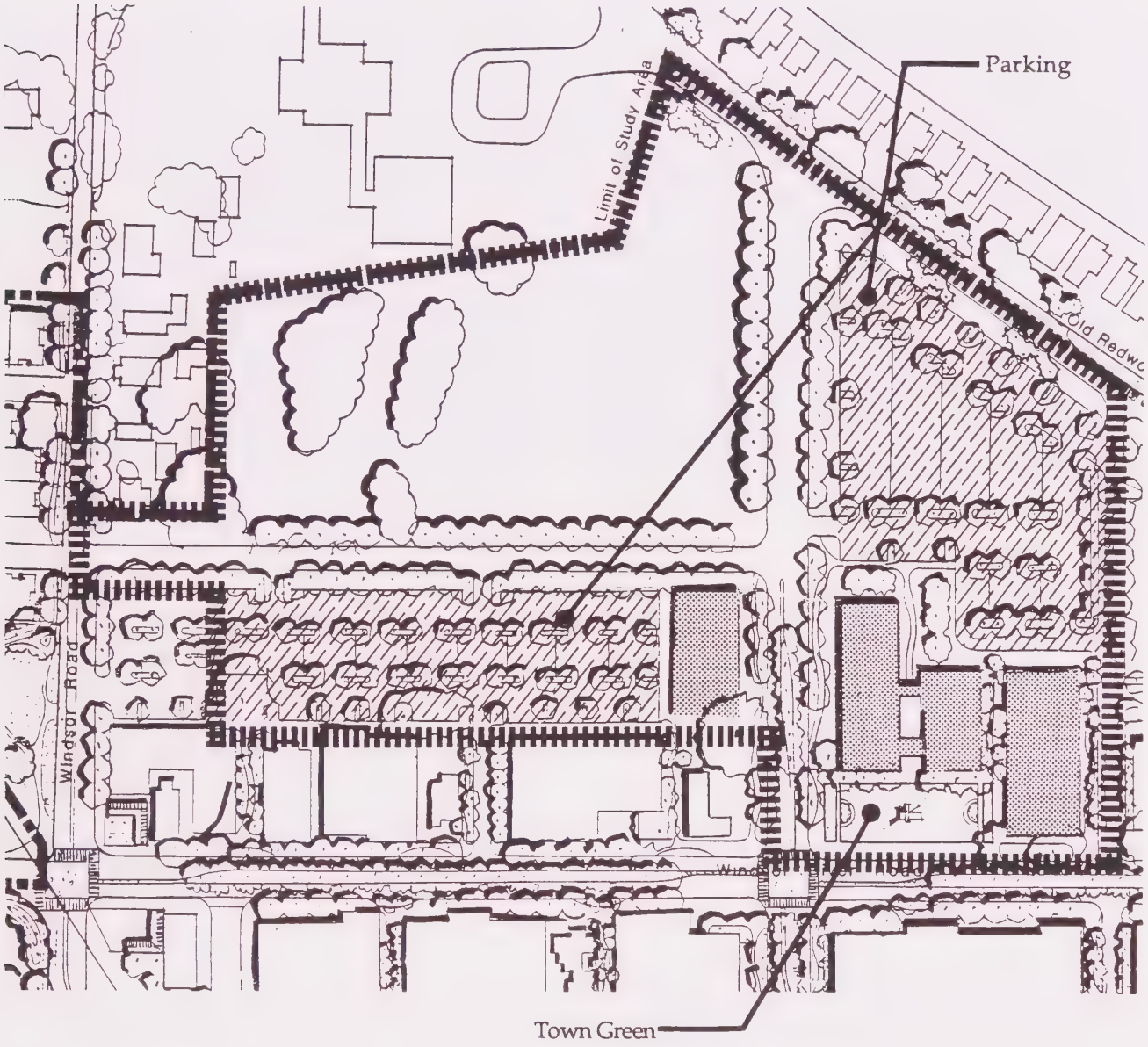


Figure 28: Development Area 2 Plan
Civic Center and Neighborhood

5.2.3 Development Area 3: Office Commercial

This development area consists of approximately 4.4 acres at the eastern border of the land between Windsor Creek and U.S. Highway 101, immediately north of the school site.

5.2.3.1 Existing Uses

A large portion of this area houses a newly-constructed two-story regional recreational facility/bowling complex, which incorporates rental office space on the second floor. The parcel is bisected by School Road, which dead ends at the school.

A major impact west of the School road is the setback of 100 feet from the centerline of Windsor Creek. The resultant buildable land area is extremely narrow expcept at the southern end which abuts the school site. Conde Lane also interrupts the land area resulting in a small parcel of land north of Conde Lane and south of the freeway on-ramp.

5.2.3.2 Vehicular Access

Access to the buildable sites is from existing roads. Conde Lane will provide direct access to the northern parcel and one access point to the parcel immediately north of the bowling complex. Access from Conde Lane should be limited to these two points to alleviate chaotic movement onto the frontage road. School Road will provide access to the parcel north of the bowling complex at a 'Tee' intersection which also provides access to the parcel across the road adjacent to the creek. One additional access point is required along the school road to service this parcel.

All access driveways along the school road should be 150 feet from either end of the road. Vehicular access along this road will require special safety precautions (i.e. maximum speed limit and perhaps road bumps) and the evaluation of adequate parking for school and office needs.

5.2.3.3 Pedestrian Circulation

Primary pedestrian circulation is by a meandering pathway 6 feet wide within a right-of-way 15 feet in width along the south edge of Conde Lane and along the west edge of School Road; all other roads have a sidewalk 5 feet in width adjacent to their curb. The southern edge of this area has a pedestrian easement 30 feet wide which is the continuation of the mid-block pedestrian system west of Windsor Creek. This linkage includes a pedestrian bridge over the Creek and allows for easy pedestrian access to the school and recreational facilities.

5.2.3.4 Architecture

Architecture in this area will respond to the parcel configuration, adjacent features and level of visibility. In general, any building adjacent to the creek should provide outdoor areas and terraces along the creek. The buildng on the parcel north of the bowling complex should present a pleasing facade to views from Conde Lane. The building on the parcel north of Conde Lane should be located adjacent to the creek and be set back from Conde Lane at least 50 feet to allow for the natural Creek corridor to remain as a strong visual element. Because of limited parking area, it is envisioned that buildings will be one story; however, two story structures are acceptable.

5.2.3.5 Alternative Use

Due to the constricted potential of the parcel adjacent to Windsor Creek, it may be unreasonable to assume office Commercial Development there. An alternative may include:

- The addition of parking, which appears to be in great demand in this area (based on a limited visual survey);
- The expansion of the Windsor Creek parkway to School Road. This expansion area is limited to a linear belt approximately 40 feet wide and 200 feet long.

5.2.3.6 Screens and Buffers

The adjacent freeway should be visually screened and noise should be buffered through the introduction of a dense screen of redwoods along its northern edge. No significant views exist from the freeway to the downtown area due to the freeway alignment and superelevation of the overpass.

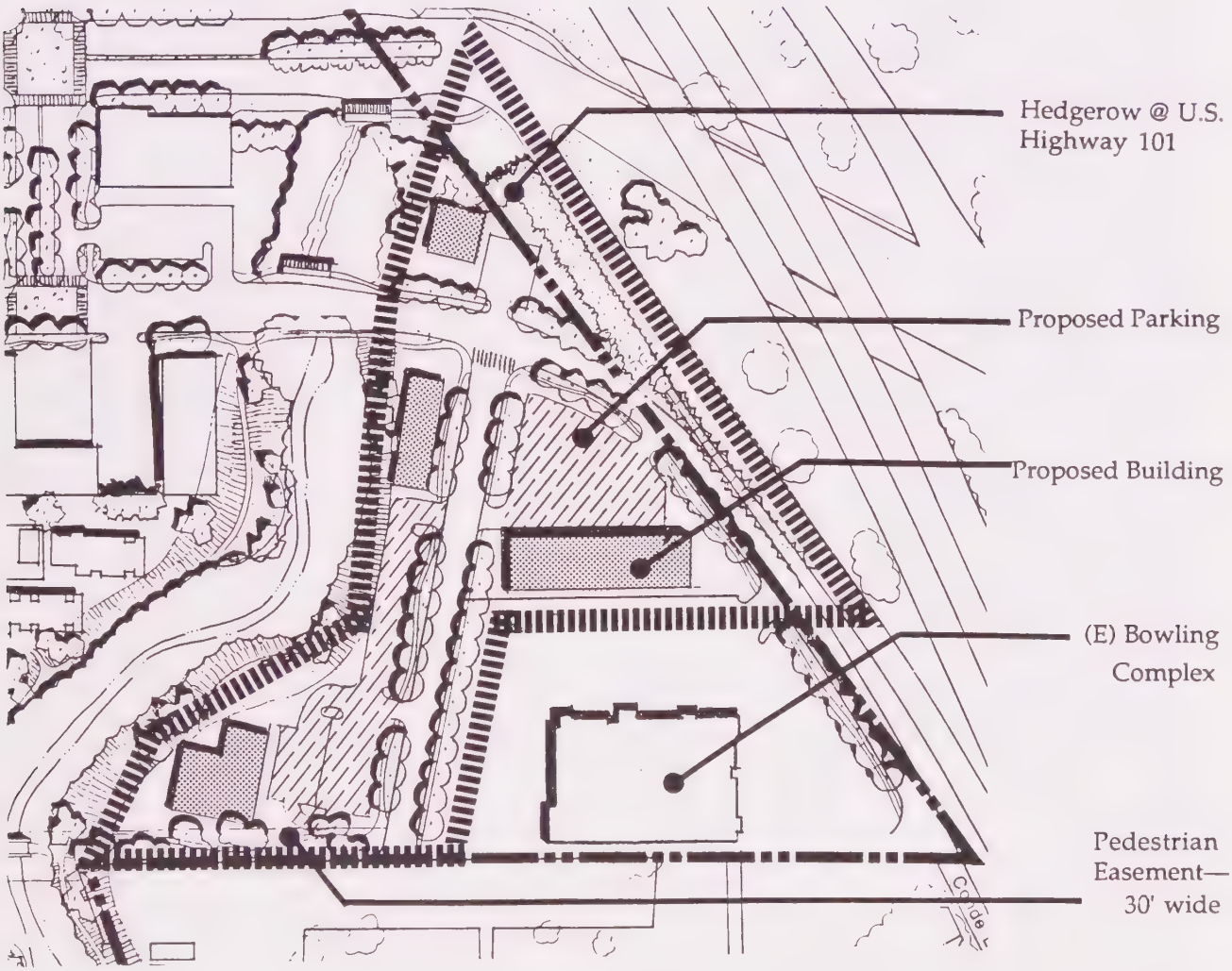


Figure 29: Development Area 3 Plan
Office Commercial

5.2.4 Development Area 4: Commercial Service

This area consists of approximately 16 acres at the south western portion of the study area bordering Windsor River Road and including the railway corridor, which bisects this development area and consequently limits cross-circulation.

This area is being considered to house a transit station as a component of a potential future transit corridor which will utilize the railroad right-of-way. In the event that this area is selected to accommodate the transit station, relevant basic urban design issues are addressed in the Appendix—*Future Transit Corridor and Station.*

5.2.4.1 Expansion of Bell Avenue to the West

An east-west link from Windsor Road to Bell Road along Bell Avenue has been proposed by this study. This roadway extension would provide substantial new access to the freeway and commercial areas.

5.2.4.2 The Sonoma County Co-Operative Winery

The winery is situated in a pastoral setting on grassland with large oak trees. The winery itself is a conglomeration of barn-type structures which recall the agricultural history of the region. It is desirable to preserve this winery complex as it exudes a unique charm and character.

Future growth should be promoted on this site but should be limited to outside the perimeter of the existing winery complex. A view corridor should be created to allow this complex to be seen from Windsor Road.

Street planting in the area should be broken to promote the view toward this pastoral setting. Screens between the Winery and future expansion areas should be created through the planting of hedgerows of redwood trees.

5.2.4.3 Development South of the Winery

Vehicular Access

Three access points should provide adequate entrances to this area: one off Windsor Road and two additional access points off the road on the southern border of the site. Street parking should be eliminated on all streets adjacent to residential areas. Parking lots should ideally be located between commercial structures and the street to increase the physical separation between new structures and existing residential areas, except at the southwest corner where an opportunity exists for high visibility along Windsor Road. Here, a 50-foot setback to a featured structure is acceptable.

Pedestrian Access

Pedestrian access should be along a meandering path along Windsor Road, with the path located within the landscape corridor measured 30 feet from the back of curb. No sidewalk should be provided along street at the southern edge of this development area.

Setbacks

The minimum setback at Windsor Road to any element over 3 feet in height should be 50 feet.

Minimum setbacks to parking areas should be 30 feet.

Screens and Buffers

Any new construction should be buffered from the Winery by a hedgerow of redwoods (see Design Details section). Additional buffering should be provided between parking areas and adjacent residential areas to the south.

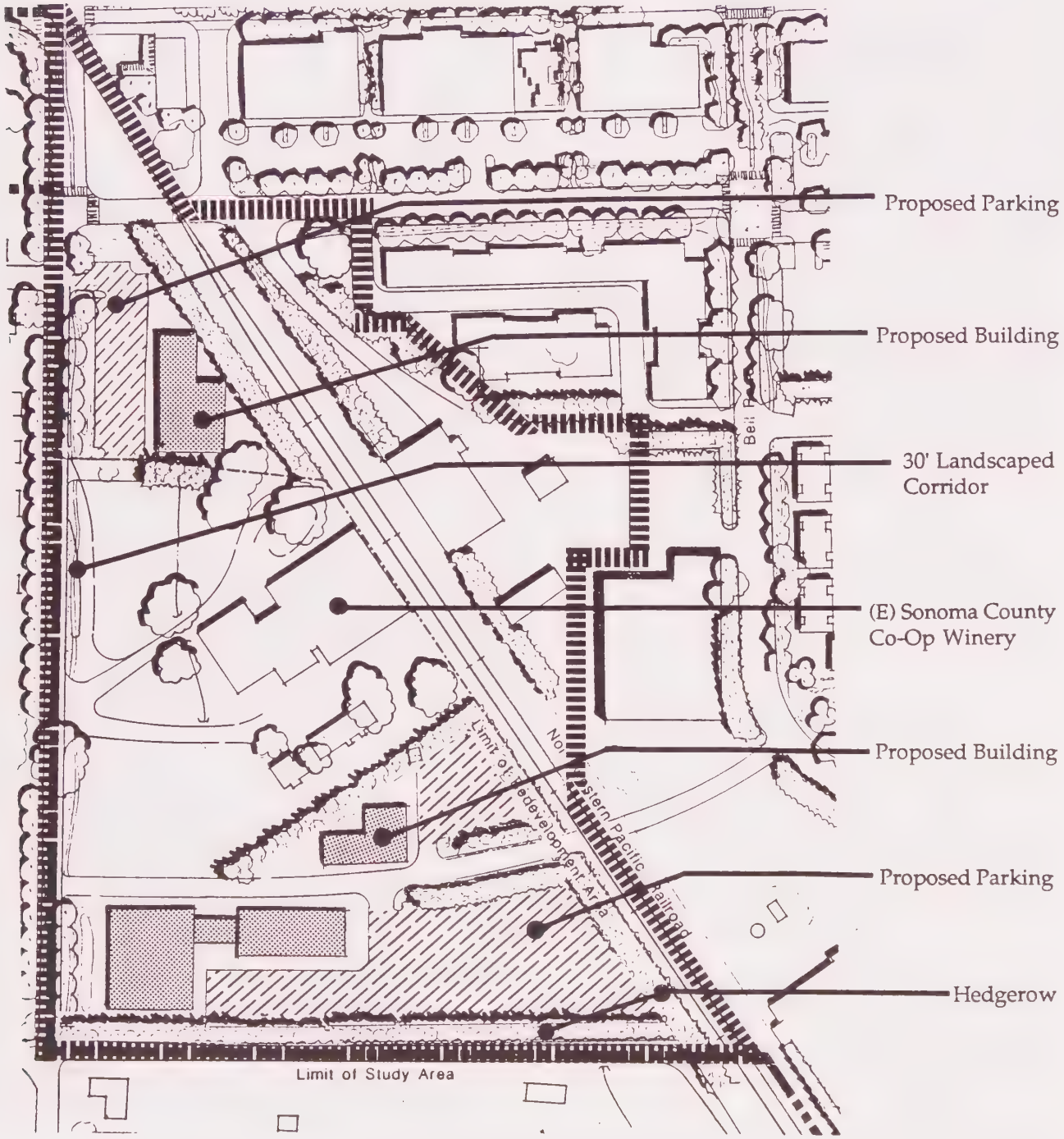


Figure 30: Development Area 4 Plan
Commercial/Service

Photo 12: Sonoma County Co-Operative Winery

5.2.4.4 Development North of the Winery

Vehicular Access

Vehicular access should be from two points to allow ease in circulation off Windsor Road--one should create a 'Tee' intersection and align with the road way on the west side of Windsor Road.

Parking should be located between Windsor Road and new building construction.

Pedestrian Access

Pedestrian access should be along a 6-foot-wide meandering path along Windsor Road, located within the landscape corridor measured 30 feet from the back of curb.

Setbacks

The minimum setback at Windsor Road to any element over 3 feet in height should be 50 feet.

Minimum setbacks to parking areas should be 30 feet to allow for a meandering pathway and berm 3 feet in height to screen parking .

Screens and Buffers

Due to the high visibility of this site from the intersection of Windsor River Road, adjacent residential areas and the Winery, it is recommended that the entire parcel be screened and buffered with Redwood hedgerows on all sides except along Windsor Road .

5.2.4.5 Windsor Feed & Supply

Vehicular Access

Primary access to this area should remain from Bell Street.

Screens and Buffers

A redwood hedgerow screen 15 feet in width is required to buffer the adjacent residential areas. Additional screening along the railroad right-of-way is desirable.

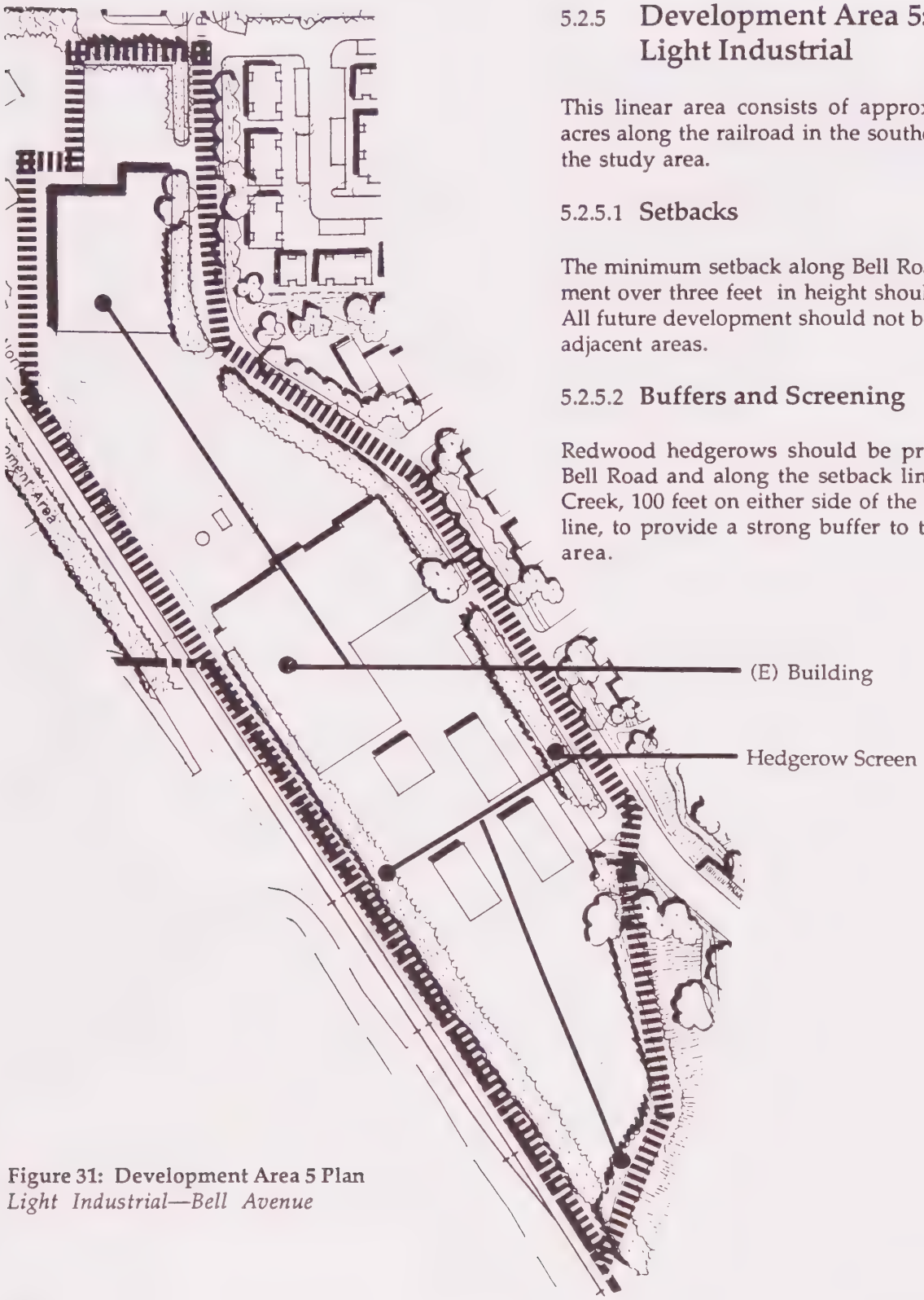


Figure 31: Development Area 5 Plan
Light Industrial—Bell Avenue

5.2.5 Development Area 5: Light Industrial

This linear area consists of approximately 10.3 acres along the railroad in the southern portion of the study area.

5.2.5.1 Setbacks

The minimum setback along Bell Road to any element over three feet in height should be 50 feet. All future development should not be visible from adjacent areas.

5.2.5.2 Buffers and Screening

Redwood hedgerows should be provided along Bell Road and along the setback line at Windsor Creek, 100 feet on either side of the creek's center line, to provide a strong buffer to this industrial area.

5.2.6 Development Area 6: High-Density Residential

This 2.3 acre area is located along Bell Road and Bell Avenue immediately to the south of the Windsor River Road commercial area.

5.2.6.1 Vehicular Access

Access should be provided to this area from two points--one along Bell Road to form a 'Tee' intersection with the entrance to the existing residencial complex; and one along Bell Avenue.

5.2.6.2 Pedestrian Circulation

Pedestrian access and circulation should be provided along Bell Avenue and Bell Road, and should be in the form of a curvilinear path which meanders through a landscaped corridor 15 feet in width along Bell Avenue and a sidewalk adjacent to the curb 5 feet in width along Bell Road.

5.2.6.3 Architecture

Two-story townhouse type units are encouraged in this development area. Residences should be situated such that front doors and a front facade be presented toward the street to maintain a friendly character in the area. Patios, decks, or second-floor uses relating the the street, are encouraged.

5.2.6.4 Setbacks

Landscape setbacks should be 30 feet from face of curb to any structure over three feet in height.

5.2.6.5 Screens and Buffers

Redwood hedgerows should be planted to provide screening between residential and adjacent commercial service and light industrual land uses (see Section 6.2.1).

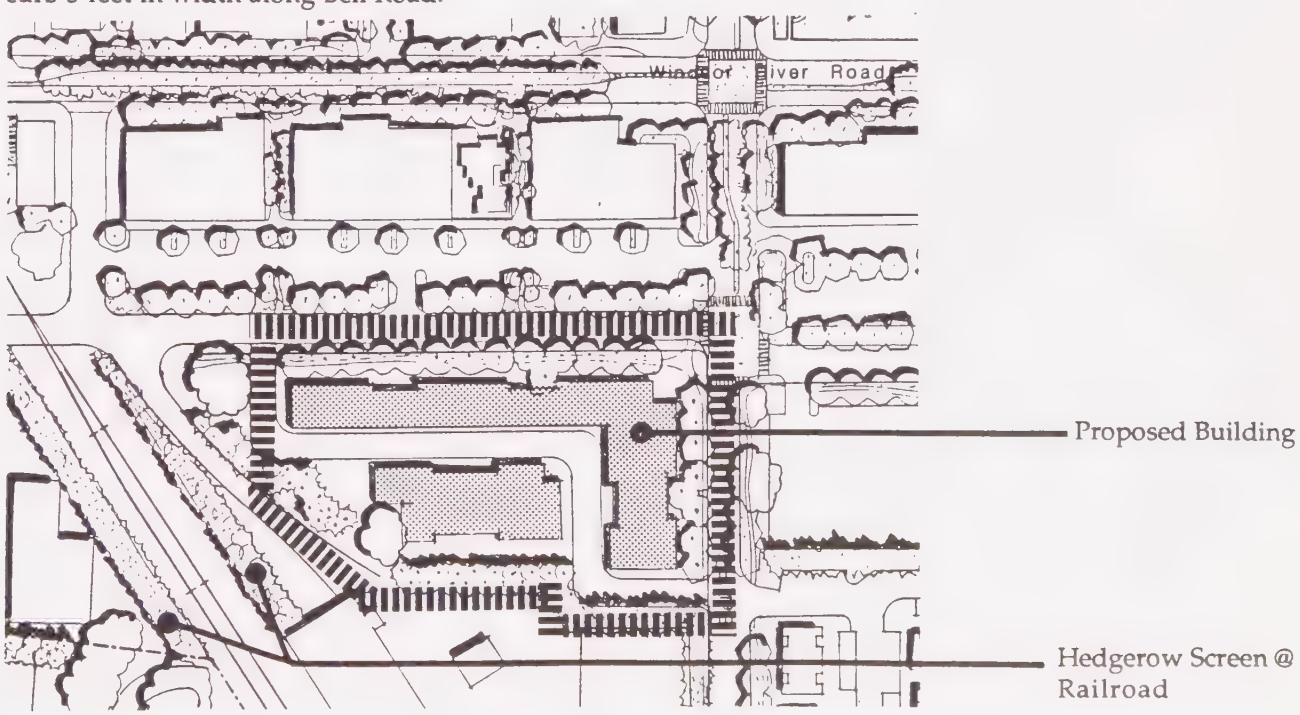


Figure 32: Development Area 6 Plan
High-Density Residential—Bell Road

5.2.7 Development Area 7: High-Density Residential

This 4.7-acre triangular area is located along the Bell Road extension to the south and abuts the Windsor Creek and the senior housing complex.

5.2.7.1 Vehicular Access

Vehicular access should be provided to this area from two points in order to provide through access and fire service access.

5.2.7.2 Pedestrian Circulation

A pedestrian system encircles the entire development area--along a pedestrian easement between this area and the adjacent senior housing residential area to the north, along the parkway at Windsor Creek, and along Bell Road. Pedestrian access points into the site should be provided which link the core of the site with the pedestrian systems at the periphery.

5.2.7.3 Architecture

Architectural elements should be oriented toward the street. Residences should front onto the street, to maintain the residential character of the area. Along Bell Road, there should be no fences enclosing yards or patios which exceed 60 square feet.

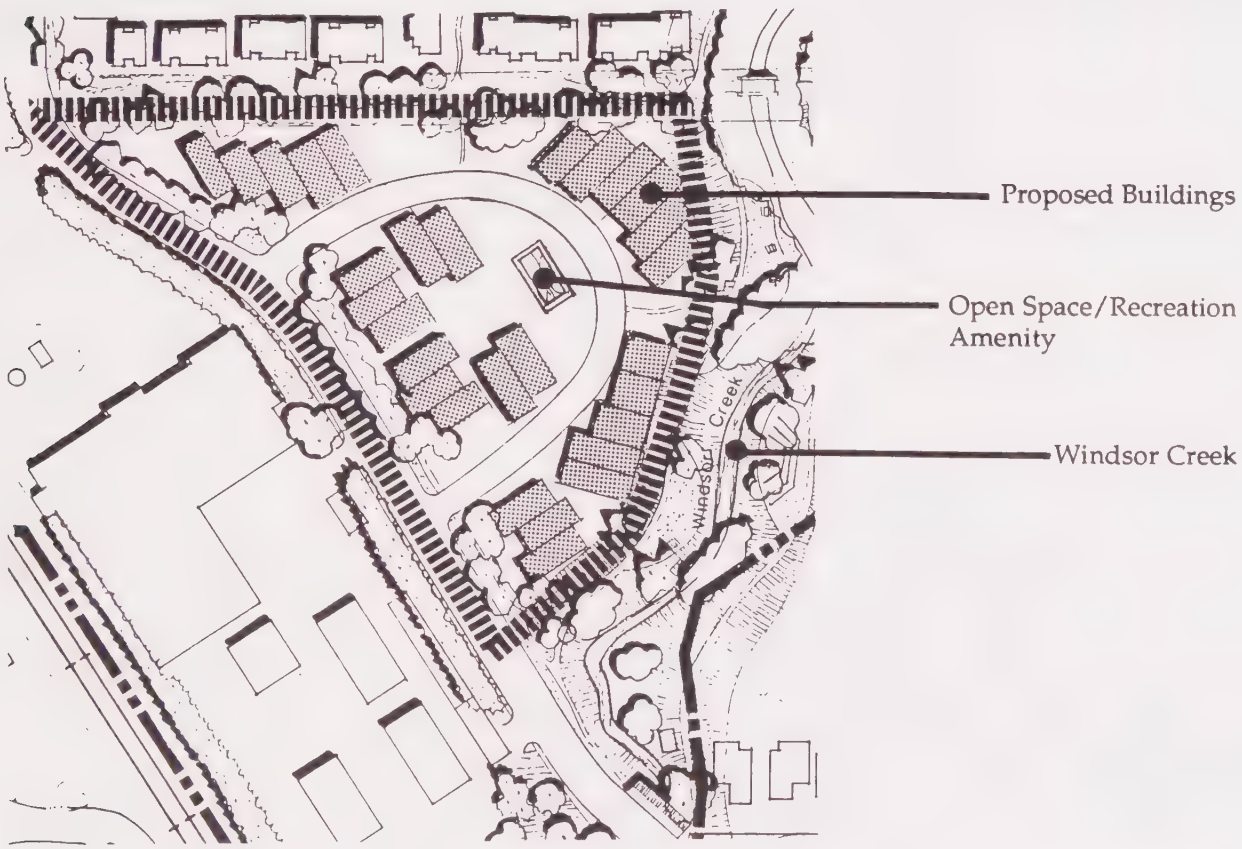


Figure 33: Development Area 7 Plan
High-Density Residential—Windsor Road

5.2.7.4 Relationship to Windsor Creek

Windsor Creek should be considered a visual and natural amenity. Any fencing along the parkway should be 25 percent open and be limited to a height of 4 feet. No visual varriers or walls should be created along the creek parkway or pedestrian corridors. Patios, decks and outdoor use spaces should be provided adjacent to the Windsor Creek setback line, measured 100 feet from the creek's centerline.

5.2.7.5 Open Space

One open space/recreational amenity or central common green should be provided within this development area, with connections to adjacent pedestrian systems on two sides.

5.2.8 Development Area 8: Medium-Density Residential

This triangular area consists of 3.3 acres at the northwest corner of the study area.

5.2.8.1 Vehicular Access

Access should be provided to this area from two points in order to create a through loop. Dead ends and cul-de-sacs should be avoided wherever possible. One access point should align with the new road east of Windsor Road.

5.2.8.2 Pedestrian Circulation

Pedestrian circulation in this area is along Windsor Road, and should ideally form a meandering path 6 feet in width within the 15 foot landscape corridor from the face of the curb.

5.2.8.3 Architecture

Units along Windsor Road should be accessible from Windsor Road and should relate to the street in a similar manner to the typical existing condition of single-family residence along Windsor Road. Architectural emphasis for these units should be directed toward the street and should be in character and scale with the existing residences.

5.2.8.4 Setbacks

A minimum setback of 30 feet from the back of curb should be provided to any structures over three feet in height.

5.2.8.5 Screens and Buffers

A double row of Redwood hedgerows should be provided at the railroad right-of-way to serve as a visual screen and noise buffer between the residential area and the Northwestern Pacific Railroad.

5.2.8.6 Amenity

A "Town Green" or other entry element should be provided at the triangular point created by the railroad right-of-way and Windsor Road. This .4-acre area is not suitable for development and is situated at a major entry intersection. This Town Green creates a westerly entry which will complement the green landscaped entry statement at the east end of the town.

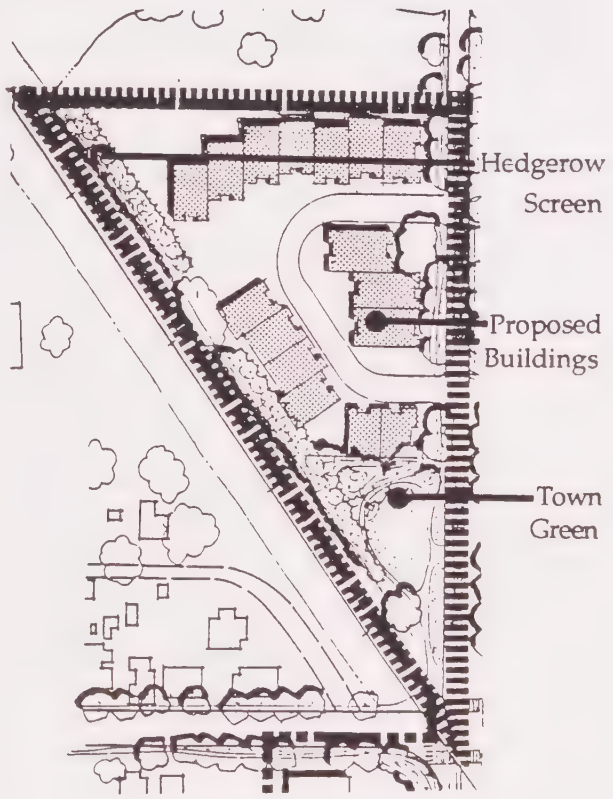


Figure 34: Development Area 8 Plan
Medium-Density Residential—Windsor Road

5.2.9 Development Area 9: Windsor Creek Parkway

Windsor Creek Parkway, consisting of 11 acres, is approximately 1/2 mile long and includes a protective easement of 200 feet (100 feet on either side of the centerline of the creek). The Creek is located on the eastern side of the study area. The development of this linear parkway is a strong component of the Downtown Plan.

5.2.9.1 Vehicular Access

Vehicular access is limited to adjacent on-street parking. It is expected that primarily small groups and individuals will use the parkway and that larger groups will use other facilities in the area, such as Keiser Park, which better accommodate the higher parking demand of those groups.

5.2.9.2 Pedestrian Circulation

Pedestrian access and circulation is key to the parkway. Small feeder paths, as well as smaller access links from adjacent residential areas west of the Creek provide key access to the Parkway. The pedestrian pathway follows the creek's western edge for its entire length, except for south of the Bell Road extension where the primary path shifts to the eastern side of the creek to serve the residential area in lieu of the industrial site. The emphasis of pedestrian circulation places an importance on the school site and provides a pedestrian link across the bridge for school children and parents. Aditionally, the school site incorporates a pedestrian pathway on the east side of the creek as a natural amenity and enhanced outdoor educational area for its students.

5.2.9.3 Amenities

- The pathway should be 8 feet wide to accommodate maintenance vehicles.
- Lighting is to be provided at intervals of 150 feet, or to a minimum light level of 15 footcandles, and at all access points to the creek parkway system.
- Small group picnic and turf use areas are encouraged.
- An exercise circuit such as a ParCourse system is befitting of the level of activity for the area.
- Small tot and school-age play areas are appropriate.
- The inclusion of a small, informal amphitheatre should be considered as part of the school site's outdoor amenities.

5.2.9.4 Relationship to Adjacent Land Uses

The creek and its parkway environment are visual and recreational amenities to Windsor. Adjacent buildings should orient their building facades and outdoor areas to take advantage of the creek parkway. Patios, decks, terraces and green turf areas are encouraged and bring a vitality and an increased level of safety to the parkway.

A thorough design study of the parkway to consider topography and vegetation will be necessary to identify the full range of options along Windsor Creek. It is envisioned that future planning of the creekside linear park will extend beyond the limits of the downtown study area and will serve to create a strong recreational amenity for an extended area. It is strongly recommended that Windsor Creek Parkway be protected and developed within the limits of the Downtown Plan.

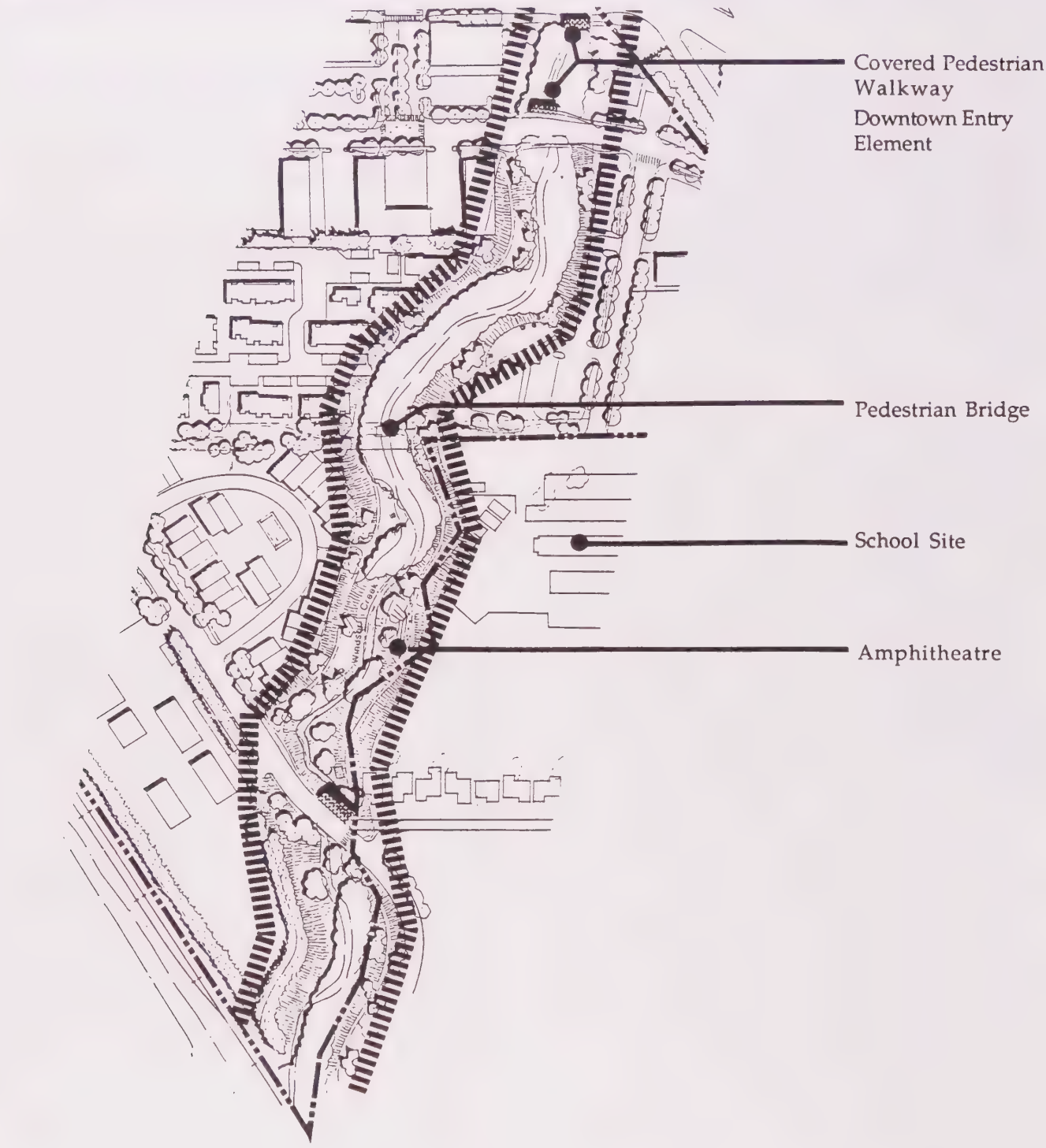


Figure 35: Development Area 9 Plan
Windsor Creek Parkway

Design Details

6. Design Details

6.1 Street Trees

Street trees species recommended below establish the desired structure and scale of the Downtown Plan. Alternatives or substitutions to these recommendations may be considered as long as:

- the plantings fit the scale and form of those recommended, and
- the species are continuous for the full length of the street as proposed in the Street Tree Plan (Figure 11).

The major tree plantings and designations for the Study Area are as follows:

Windsor River Road

Quercus agrifolia (Coast Live Oak)
Location: At median and as accent at entrances and near bus stops

Liriodendron tulipifera (Tulip Tree)
Location: Along sidewalk in concrete tree grates and in middle segment of medians

Bell Road

Liriodendron tulipifera (Tulip Tree)
Location: At median

Quercus agrifolia (Coast Live Oak)
Location: Along sidewalk

Conde Lane Extension and Bell Avenue

Alnus rhombifolia (White Alder)
Location: Along roadway

Quercus agrifolia (Coast Live Oak)
Location: In small groupings along roadway

Old Redwood Highway

Sequoia sempervirens (Coast Redwood)
Location: Along road in groupings

Quercus agrifolia (Coast Live Oak)
Location: Along roadways in groupings

Old Redwood Highway Extension

Liriodendron tulipifera (Tulip Tree)
Location: at median

Quercus agrifolia (Coast Live Oak)
Location: Along sidewalk

New Road North of Commercial Area

Alnus rhombifolia (White Alder)
Location: Along roadway

Windsor Road

Fraxinus oxycarpa 'Raywood' (Raywood Ash)
Location: Along roadway

Quercus agrifolia (Coast Live Oak)
Location: In small groupings along the roadway

School Road

Fraxinus oxycarpa 'Raywood' (Raywood Ash)
Location: Along the roadway

6.1.1 Initial Tree Size

Windsor River Road street trees are to be 24 inch box minimum size; all other streets are to be 15 gallon can minimum.

6.1.2 Understory and Groundcover Plantings

Oak trees in medians or along the roadway system are to be planted in a low growing groundcover such as Fragaria chiloensis, Hedera Helis "Hahn's" or Baccharis pilularis "Twin Peaks." No turf is permitted under Oak trees.

Turf groundcover is encouraged along the meandering walkways, at the internal pedestrian walkways, at entries to the Downtown, in the midportion of the landscaped medians under trees other than Oaks, and within the Windsor Creek Parkway. Turf will not be permitted on slopes steeper than 4:1.

6.1.3 Planting Details

Trees within three feet of sidewalks and curbs are to use an approved root barrier material to minimize any uplifting of sidewalks as the trees mature. These materials will promote early development of downward roots and minimize development of shallow lateral roots which cause maintenance and safety problems over time.

6.1.4 Pruning of Oak Trees

Oak trees which are in the median or adjacent to streets will require pruning to develop vertical structure. The specification for these trees should require a strong vertical form, and trees selected from the growers should comply with this basic criterium. Additionally, the oaks will require pruning on a three-year cycle to maintain vertical growth. Any lateral branching lower than 14 feet must be removed to allow for vehicular clearances. Once established at the 14-foot minimum branching height, the oaks will form lateral branching to create the desired canopy over the roadways.

6.2 Supplementary Landscape Treatments

6.2.1 Hedgerows

The hedgerows are composed of a double row of Redwood trees planted in a triangular spacing and dense rows (see Figure 36). The hedgerow species is Sequoia sempervirens (Coast Redwood).

6.2.2 Riparian Parkway

Existing native vegetation and species as currently exists should be supplemented within the riparian

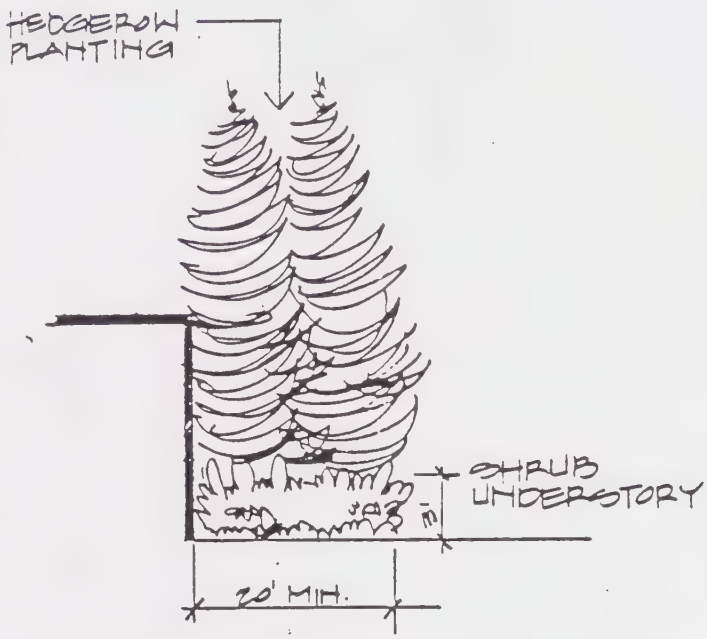


Figure 36: Hedgerow, Minimum Buffer

corridor of Windsor Creek. Additionally, the following species should be included:

Accent material: Populas nigra 'Italica' (Lombardy Poplar)
Location: To be planted in groupings along the parkway to feature its linear quality and highlight the parkway use area).

6.2.3 Internal Walkways

Pedestrian linkages and circulation routes will be identified by the use of the following flowering trees:

Prunus blireiana (Double Pink Cherry) or Malus flori bunda (Crabapple)
Location: To be used in small groupings along the roadways as identifiers of entrances to pedestrian system.
Quercus agrifolia (Coast Live Oak)
Location: In groupings along the linear easements of the pedestrian system.

6.3 Irrigation

To ensure healthy growth, all plantings should be automatically irrigated. All trees within 3 feet of paving or curbs and in medians should be irrigated with bubbler heads or drip irrigation to allow for deep root growth. All other trees may be spray irrigated as part of larger landscape plantings including shrubs and groundcovers.

6.4 Parking

6.4.1 General Recommendations for Off-Street Parking

- Parking should be screened from adjacent roadways by a landscaped berm 3 feet in height planted with groundcovers, shrubs and trees.
- Planting areas should be maximized by taking into account vehicle overhang.
- Parking areas should include perimeter landscaping, as indicated on the plan documents but no less than 5 feet in width excluding overhang parking.
- Internal parking areas should include landscaped islands at a frequency of one island per 10 parking spaces (except in the Commercial core area adjacent to Windsor River Road where compliance with this County standard is not automatically required.
- Trees in parking lots should complement deciduous street tree plantings by maintaining a ratio of 75 percent of the total tree species as evergreen trees.
- Medium-scaled broadleaf evergreen trees are preferred such as Eucalyptus ficifolia, Photinia-standard, Pittosporum eugeniodies or Quercus ilex.

6.4.2 Parking Stall Sizes

New off-street parking standards should be developed for commercial land uses within the study area, including retail, service and office areas. This recommendation is based on the following assumptions:

- Autos have typically been significantly reduced in size over the past ten years, when a standard car required a 9' by 20' stall.
- The conservative ratio of standard to compact autos has been shown to be 1:1 in large retail commercial areas recently surveyed.
- Drivers will typically take the nearest available space regardless of its "compact" designation.

Recommendations:

- All parking stalls should be 8'-6" wide by 18' long. This allows for maximum parking flexibility by users and achieves a reasonable parking yield from available lands. Handicap and loading stalls should meet existing County standards.
- The option for additional compact stalls at 8' by 16' is also reasonable and should be provided to developers who desire more than the required parking ratio. The addition of compact spaces also allows for greater landscaping in large parking areas.

6.5 Paving

6.5.1 Retail Commercial Core

Paving for the commercial core areas is to be seeded aggregate concrete paving, which provides both texture and an identifiable surface to the commercial areas of Downtown Windsor. The recommended pebble is Palos Verde, 3/8" diameter. The concrete is to be standard concrete without color. The pebble selection provides a warm range of

colors from light beige to medium browns. The overall quality is fitting to the informal country atmosphere of the area. The concrete color identified for tree grates and trash receptacles has been selected to provide contrast with the Palos Verde pebble by emphasizing one of the darker tones found in the pebble mix. Samples of materials selected, paving and color coordination will be required as part of the construction drawings for roadway improvements and individual project developments.

The intent of the selected paving is that it be a practical material which can be installed at the time of the roadway improvements, as improvements are made to specific properties, and as repairs are required over time. A standard spec is required which must be addressed by each party responsible for paving to ensure a continuity to the main street and unification of the downtown area.

Special paving—including brick, slate, tile, interlocking pavers, terrazzo, granite, etc.—will be allowed at entries to buildings which are set back from the basic sidewalk dimension of 12 feet from face of curb if the paving is integrated with other elements of the building entrance and facade.

6.5.2 Meandering Pathways

Pathways should be 6 feet wide, set within a 15-foot setback from the face of curb, and should reflect the quality of the town. Seeded aggregate is preferred in all applications.

6.5.3 Sidewalks

Sidewalks 5 feet wide should exist along all streets not designated with an adjacent meandering pathway. Paving should be seeded aggregate concrete to match the commercial core and provide a safe walking surface.

6.5.4 Treatment at Pedestrian Street Crossings

Pedestrian sidewalks and meandering walkways should continue across roadway intersections using the same seeded aggregate concrete as in the retail commercial core to emphasize the continuity of the pedestrian system. Crosswalks are to be 10 feet wide and will be clearly identified by 12" wide white concrete bands flanking the crosswalks.

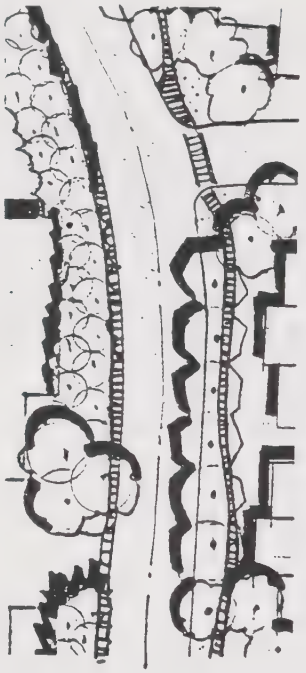


Figure 37: Meandering Pathway and Sidewalk

6.6 Street Lighting

6.6.1 Commercial Core along Windsor River Road and Environs

Lighting at the commercial area will be simple poles with globes. The intent is to strengthen the flavor of the town with a pole fixture which is reminiscent of the historical downtown and turn-of-the-century style. The proposed poles are to be mounted at a height of 15 feet. Spacing along Windsor River Road should be a maximum of 90 feet on-center, producing an average maintained footcandle of 1.0.

Preliminary Product Recommendation

Manufacturer: Western Lighting Standards
Supplier: Associated Lighting
Representatives, Inc.,
Oakland, California
Model:
Pole: CG15 Cast Aluminum
15' mounting height along Windsor River Road;
12' mounting height at pedestrian easements
Lamp: FXB 130 High Pressure
Sodium, 150 watts
Color: Paint with baked-on enamel to match concrete accent color of tree grates and trash receptacles

Intersections will require additional lighting; we recommend a signal pole which incorporates signage, signals and supplementary lighting as one integrated element. The pole and detailing have been selected to match street lighting poles in quality, material and color.

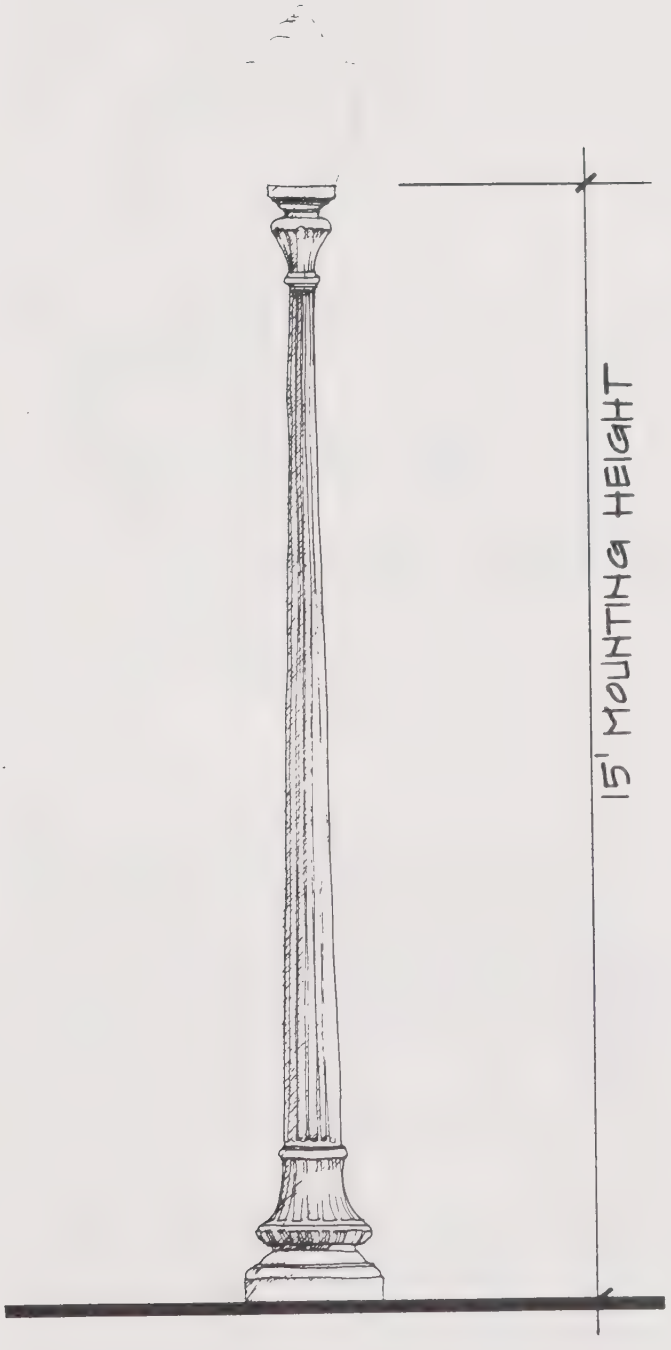


Figure 38: Street Light

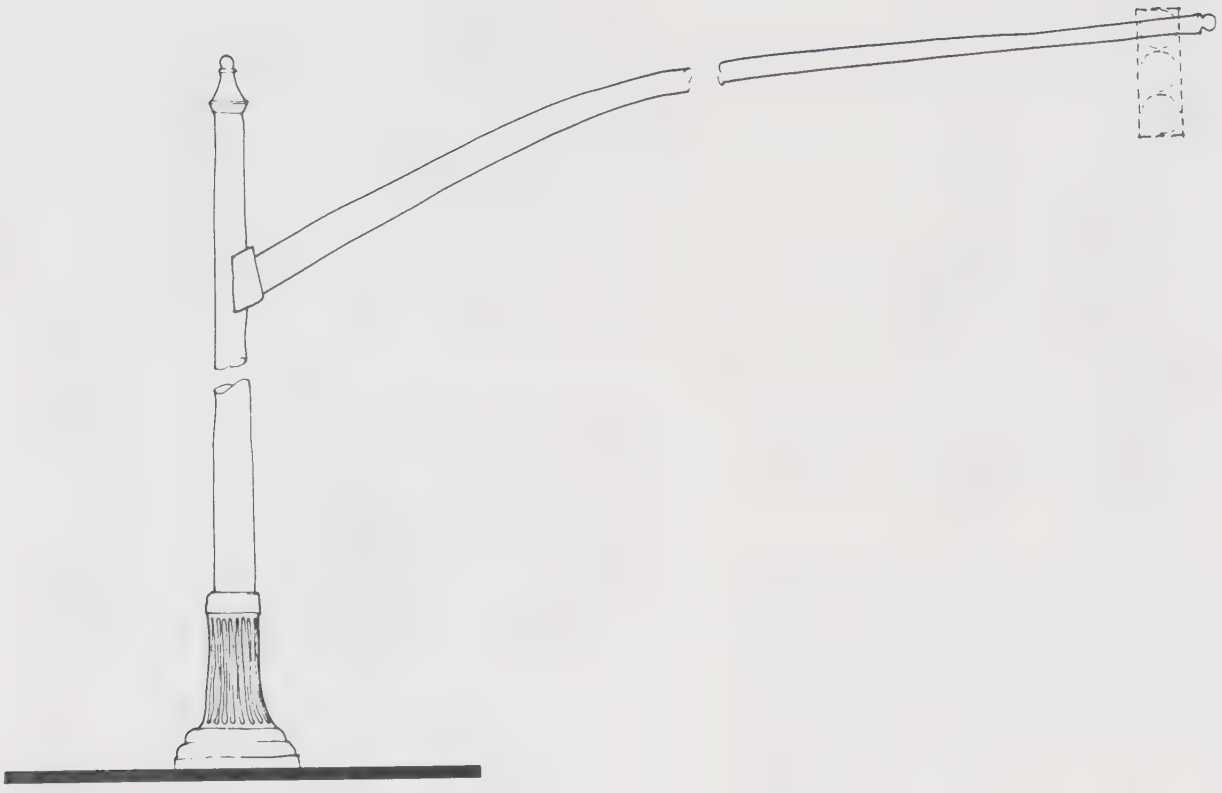


Figure 39: Traffic Signal

6.7 Tree Grates

Concrete tree grates are recommended along Windsor River Road, as shown on the overall plan. Tree grates are 4 feet square and are assembled in four sections. The opening is 14" in diameter to accommodate a tree trunk, with a curved neck surrounding the trunk to help eliminate the collection of debris in the tree basin, thereby reducing maintenance.

Preliminary Product Recommendation

Fabricator: Dura Art Stone, Newark, California
Model No: 4TGS-2
Color: Coachella Sand C-15 by L.M. Scofield Co.
Finish: Medium Sandblast

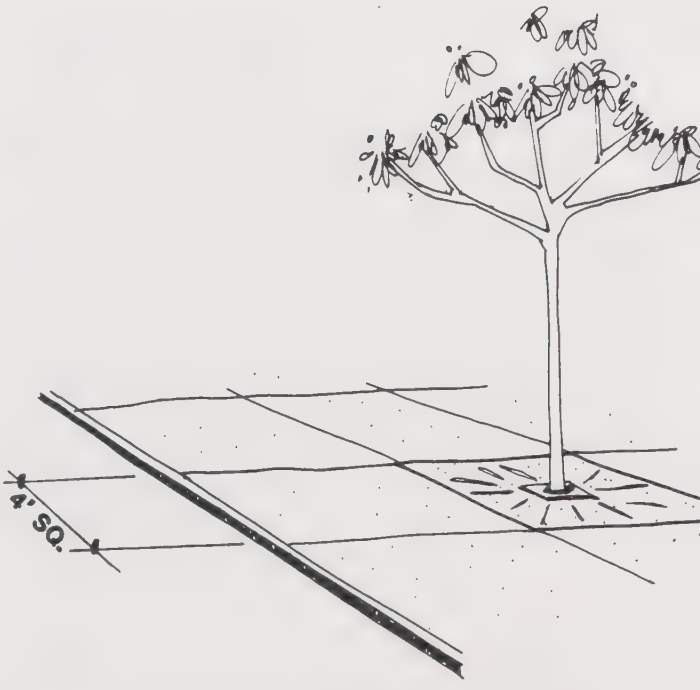


Figure 40: Concrete Tree Grate

6.8 Trash Receptacle

Trash receptacles should be simple in design and easy to maintain and service. Concrete accent elements of street furniture elements should be consistent for the entire length of Windsor River Road and the retail commercial area.

Preliminary Product Recommendation

Fabricator: Dura Art Stone, Newark, California
Model No: 4TR-Q1
Color: Coachella Sand C-15 by L.M. Scofield Co.
Finish: Medium Sandblast

Figure 41: Trash Receptacle

6.9 Benches

Seating proposed along the Windsor River Road commercial area is to be provided at the entries to buildings along the street. The recommended bench has been selected for its enhancement to the historical flavor as a modern version of a period piece of street furniture, as well as for its durability and comfort.

Seating at store entries along Windsor River Road is intended to provide short resting, waiting and people-watching areas along the commercial street. It is recommended that additional benches be provided as part of eating establishments, the civic center park and bus stops, as these tend to be gathering and waiting places. Available seating creates a friendly pedestrian environment which is in keeping with the goals of this Plan.

Preliminary Product Recommendation

Manufacturer: Columbia Cascade Timber Co.
Supplier: David F. O'Keefe Co., Alamo, California
Model: 2120-8 (8' benches are recommended along Windsor River Road; however, at entrances to buildings 6' benches may be preferable and are available.)

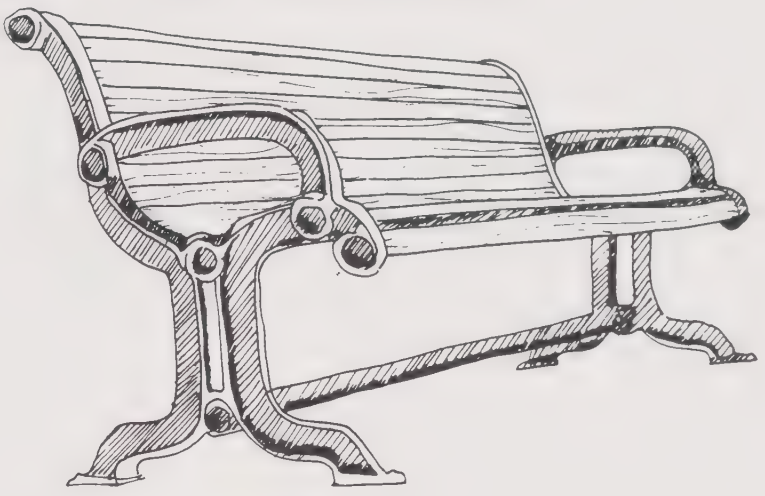


Figure 42: Bench Seating

6.10 Pre-Cast Planters

Pre-cast planters should be similar in design, texture and color to trash receptacles. They should be located at entries to retail shops and offices, and should be grouped in clusters of two or more. To minimize staining of pavement, a gravel and siphoning system should be installed in lieu of drain holes.

Preliminary Product Recommendation

Fabricator: Dura Art Stone, Newark, California
Model No.: Design B (sizing may vay as required)
Color: Coachella Sand C-15 by L.M. Scofield
Finish: Medium Sandblast

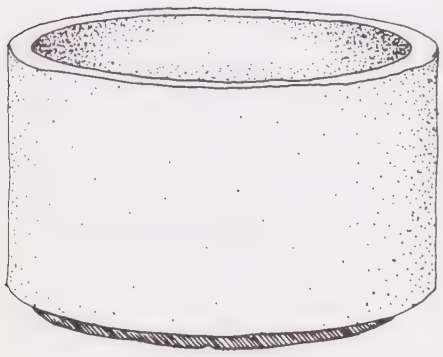


Figure 43: Concrete Planters

6.11 Drinking Fountains

Drinking fountains should be handicap accessible and designed to match the color and texture of all other street furniture. The pedestal and arm should be concrete with a medium sandblash finish. Fountains should be located in high-use areas such as parks, plazas or bus stops.

Preliminary Product Recommendation

Fabricator: HAWS
Fourth & Page Street, P.O. Box 1999
Berkeley, CA 94701
Model No.: 3176
Color: Coachella Sand C-15 by L.M. Scofield
Finish: Medium Sandblast

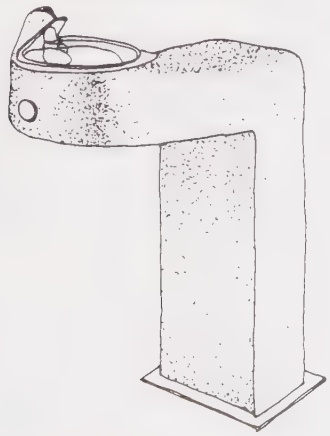


Figure 44: Drinking Fountain

6.12 Bicycle Racks

Bicycle racks should be rustproof, weather resistant and free of sharp edges. They should be located in well-lighted areas near retail shops and public spaces and should be distributed evenly throughout highly-trafficked areas.

Preliminary Product Recommendation

Fabricator: Brandir Enterprises Inc.
200 Park Avenue, Suite 303E
New York, NY 10017
(212) 927-0093
Model No.: RB-7
Color: Natural
Finish: Schedule 40 galvanized steel pipe

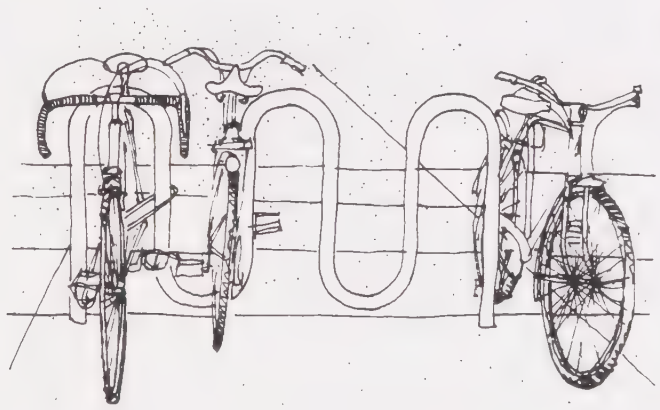


Figure 45: Bicycle Rack

6.13 Public Telephone Booths

Outdoor telephone booths should be barrier free with pedestral mounts. They should be located in high pedestrian use and waiting areas such as bus stops. All booths should be placed in well-lighted areas and turned away from roadways and high noise areas.

Preliminary Product Recommendation

Fabricator: ADCO
3800 So. 48th Terrace
St. Joseph, MO 64503
(800) 821-2255
Model No.: 115-BF Courier
Color: Dark Bronze
Finish: Anodized aluminum with tempered glass panels.

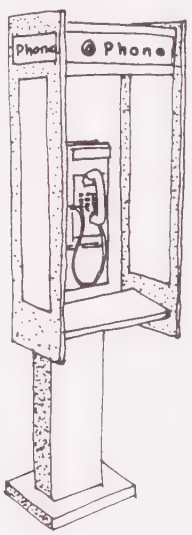


Figure 46: Telephone

6.14 Bus Stop Shelters

A continuous vernacular for Bus Stop shelters should be utilized to reinforce streetscape continuity. Bus stop structures should have four 2-foot square stone columns, a wood shingle roof and a heavy open-beam trellis. All strucutres should have one 8-foot bench and one trash receptacle. Lighting should be set into the ceiling in such a way as to both downlight the columns and properly illuminate the seating area.

6.15 Pedestrian Covered Walkways

Pedestrian covered walkways should match Bus stop Shelters in both materials and detail, and will additionally have a stone-faced raised planter adjacent to the roadway. Downlighting should be provided for every column. Pedestrian bridges should be located as per the plan.

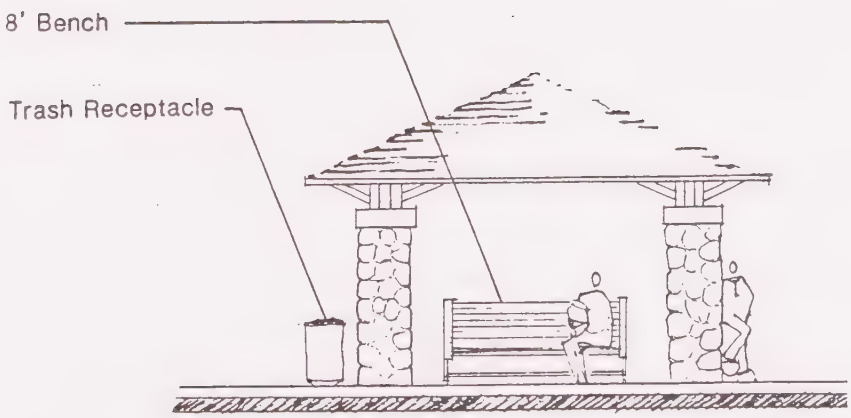


Figure 47: Bus Stop Shelter

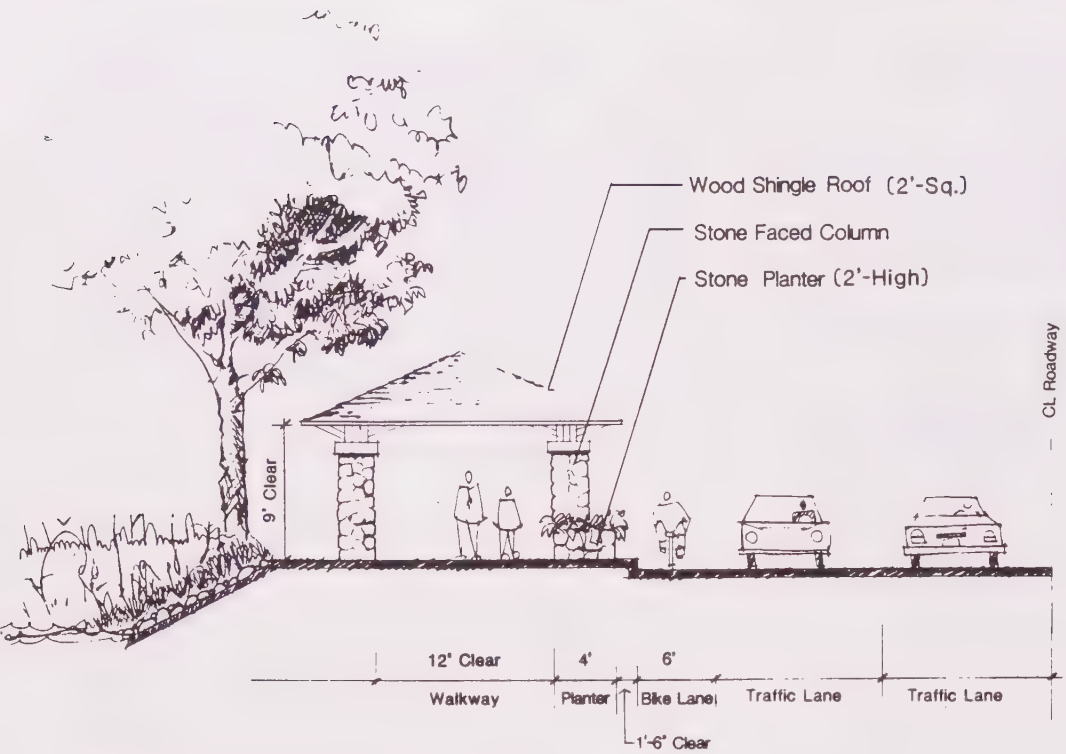


Figure 48: Entry Bridge, Side Elevation

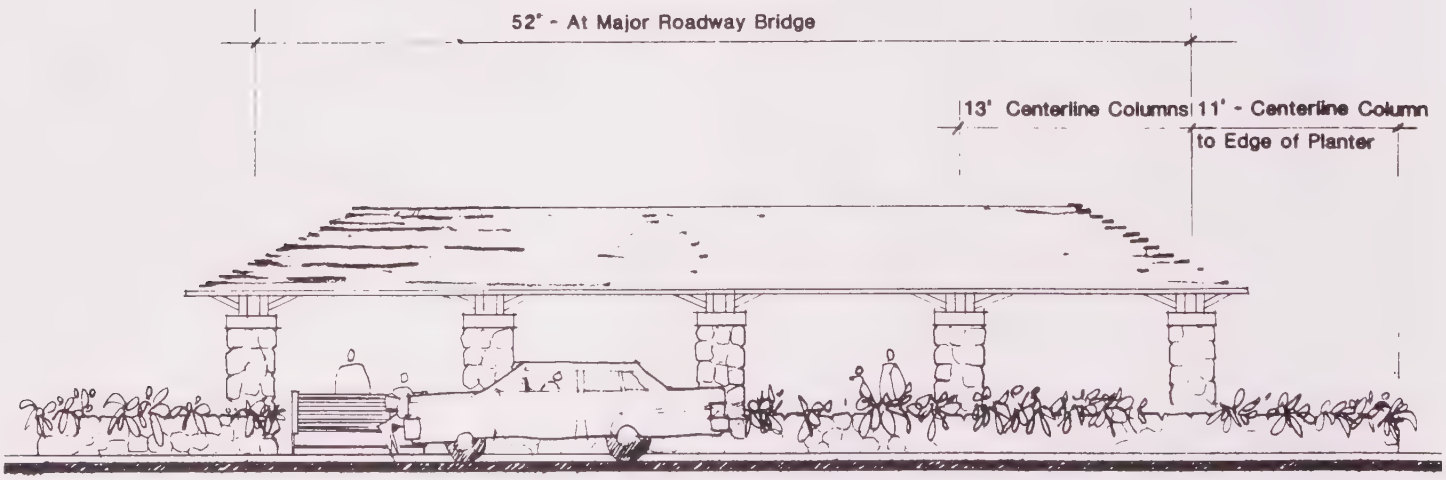


Figure 49: Entry Bridge, End Elevation

Appendix

Appendix A

A. Land Use Modifications

The recommended downtown plan for Windsor deviates from the land uses designated by the Windsor Specific Plan in the northwest corner of the Retail Commecial area. Figure 48 illustrates the form of the commercial area if the recommended plan adheres to the limit of Retail Commercial land use identified in the Specific Plan.

Adherance to the Specific Plan results in the following negative conditions:

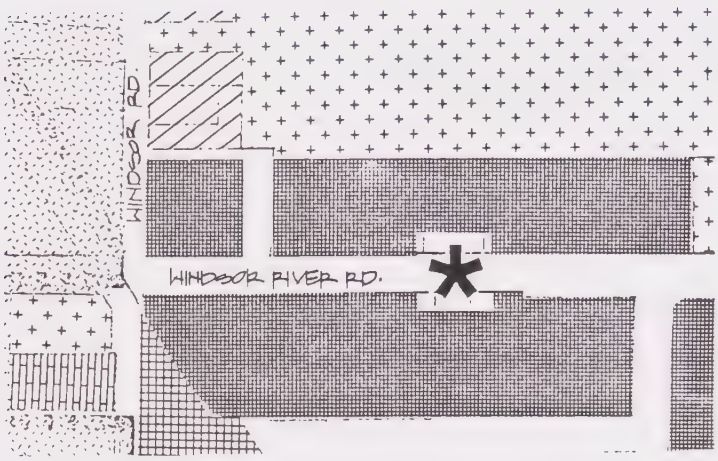
- The visual and urban quality of the continuous facade of Retail Commercial is broken by the introduction of small parking lots which usurp street frontage to service adjacent commercial buildings.
- The parking lots create curb cuts and access points onto the main street which do not maintain the desirable 200 feet minimum between curb cuts.
- Pedestrian movement along the street is disrupted by vehicular access points along the sidewalk.
- Parking lots are small, accommodating approximately 30 cars at best. The subdivision of parking into separate units creates vehicular hazards, as drivers seeking to park are forced to circulate onto the street in order to gain entrance to the next nearest parking lot.

The recommended plan, (Figure 54) included as a fold out and repeated in Figure 50, places importance on the continuous commercial retail frontage along the street. This configuration increases the mass of buildings and intensity of use along Windsor River Road and eliminates vehicular hazards.

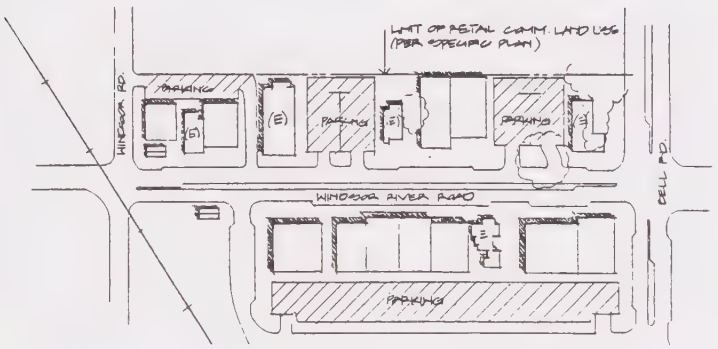
In order to achieve this density, an encroachment was required, adding commercial parking to:

- A small area of medium density residential
- A portion of the Public/Quasi-Public/ Institutional land use north of the commercial strip.

A. Retail/Commercial
Land Use per Windsor Specific Plan



B. Potential Build-Out Adhering to
Windsor Specific Plan



C. Recommended Land Use Modification

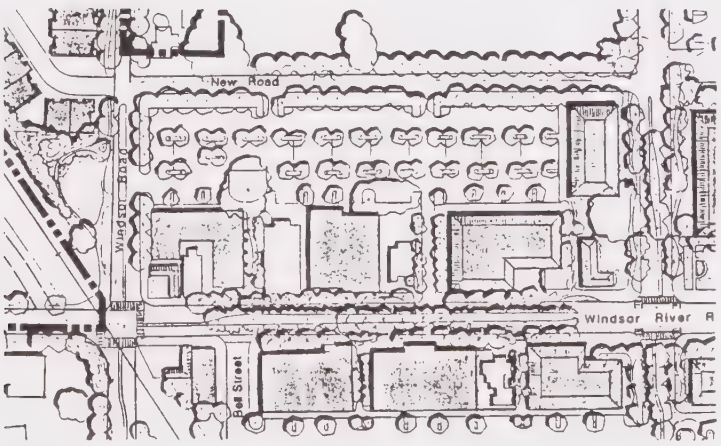


Figure 50: Land Use Modifications

B. Future Transit Corridor and Station

The Northwestern Pacific Railroad has filed for abandonment; therefore the future of this easement is presently undetermined. Current thinking revolves around the utilization of this land as a future transit corridor to ease traffic on U.S. Highway 101. It is envisioned that the corridor might accommodate either a light rail transit system or high-speed buses. The possibility also exists that the use would be more passive--as a recreational bicycle/ pedestrian linear park. Studies determining volume of use and parking requirements for a transit station have not been developed. A detailed evaluation of these issues is required to determine the scale of a future transit station and its development feasibility.

For the purpose of this Plan, it has been assumed that a transit station will be located in the downtown area. On the basis of that assumption, two potential locations for the station have been identified:

1. **Northwest corner of Windsor Road and Windsor River Road**

   This location is desirable as it abuts the *Commercial Retail* area and presumably will stimulate retail development along the west end of Windsor River Road. The location is consistent with the historical concept of the downtown area and clearly defines the limits of the town's westerly border. Furthermore, it gives purpose to the triangle of land at this intersection which is created by the railroad corridor and roadways.

   This site assumes the station will service users primarily from the west and north. The site location limits vehicular conflicts with the commercial area by collecting users from the west and north in parking lots prior to any interaction with the commercial traffic flows.

2. **The Service Commercial land use area south of Windsor River Road**

   This large, 16-acre site would easily accommodate a large transit facility. It's main drawback, however, is that it is somewhat remote from the commercial core area and is bordered almost completely by residential areas. Primary access would be from Windsor Road or Bell Road. At this location, it would be advisable to site the station closest to the commercial area and provide parking areas to the south. Strong pedestrian links to the commercial area will be necessary, along with clear visual access to Windsor River Road; the goal should be to both physically and psychologically draw the station and its users into the downtown area.

At either location, the transit station should incorporate the environmental quality established in the Downtown Plan; street lighting, furniture and paving should match the commercial core to achieve an overall continuity. The buildings associated with the transit facility should incorporate design elements of the covered pedestrian walkway to further reinforce the transit station as the westerly entry to the downtown.

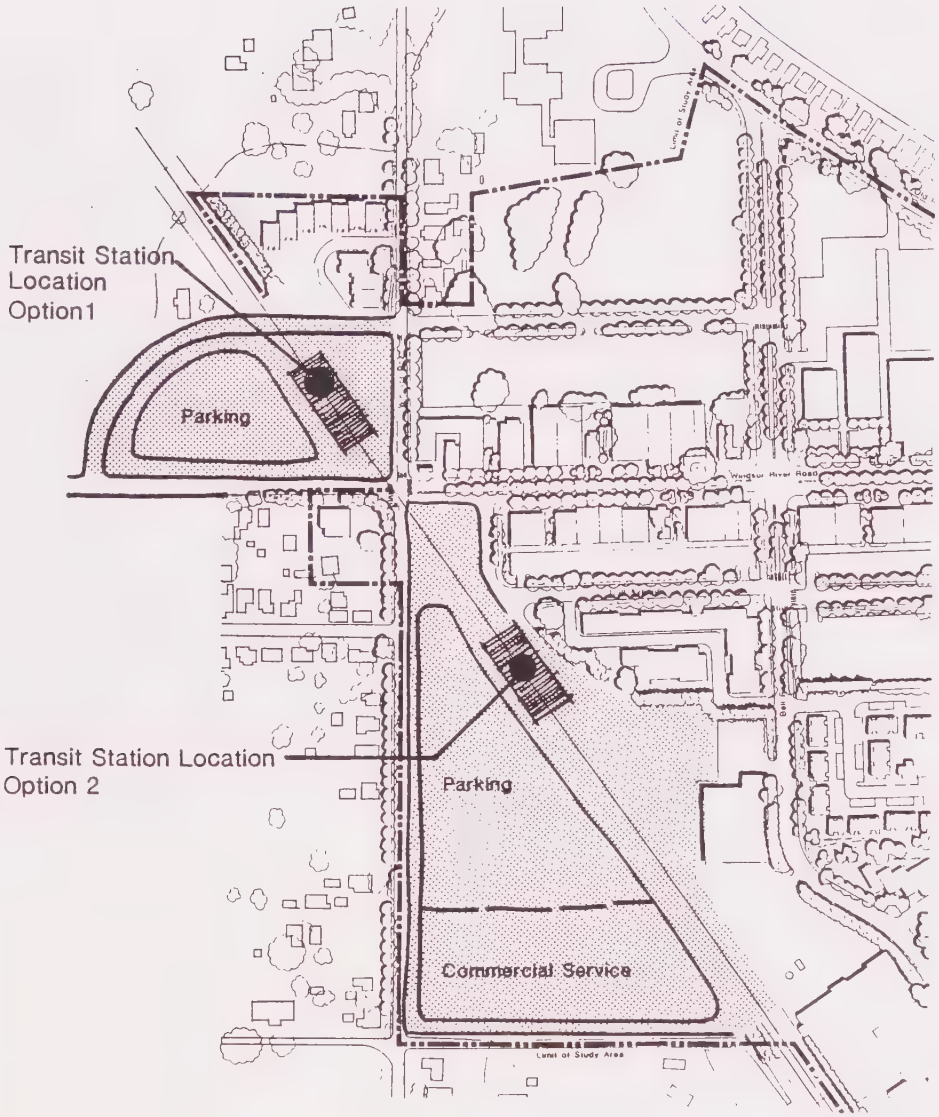


Figure 51: Future Transit Station Location Options

C. On-Street Parking in Development Area —Commercial

Based upon traffic analysis projections it has been determined that on-street parking along Windsor River Road and the adjacent commercial streets would not be advisable at this time.

However, the planning team supports the placement of on-street parking in the Downtown Plan for historical validity as well as to establish the street and the life on the street as a primary focus. Hence, the design of the commercial center takes into account the possible future inclusion of on-street parking. In particular, building setbacks along Windsor River Road allow for the inclusion of on-street parking in bays. The diagram below illustrates how this would occur in the event that on-street parking is incorporated into future town planning.

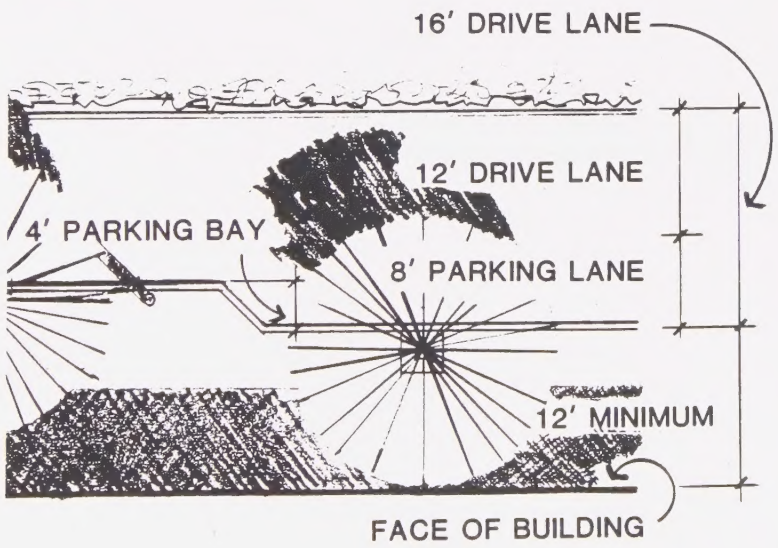


Figure 52: Parking in Bays

D. Detailed Street Traffic Plan

During the course of this study, a Traffic Analysis was conducted by Laabs and Tilton and the widths and alignments of the roadways in the commercial area were reviewed. MPA Design documented the Traffic Analysis, which was reviewed and revised by Sonoma County Departments of Planning and Public Works. Figure 53 shows a record of the approved plan.

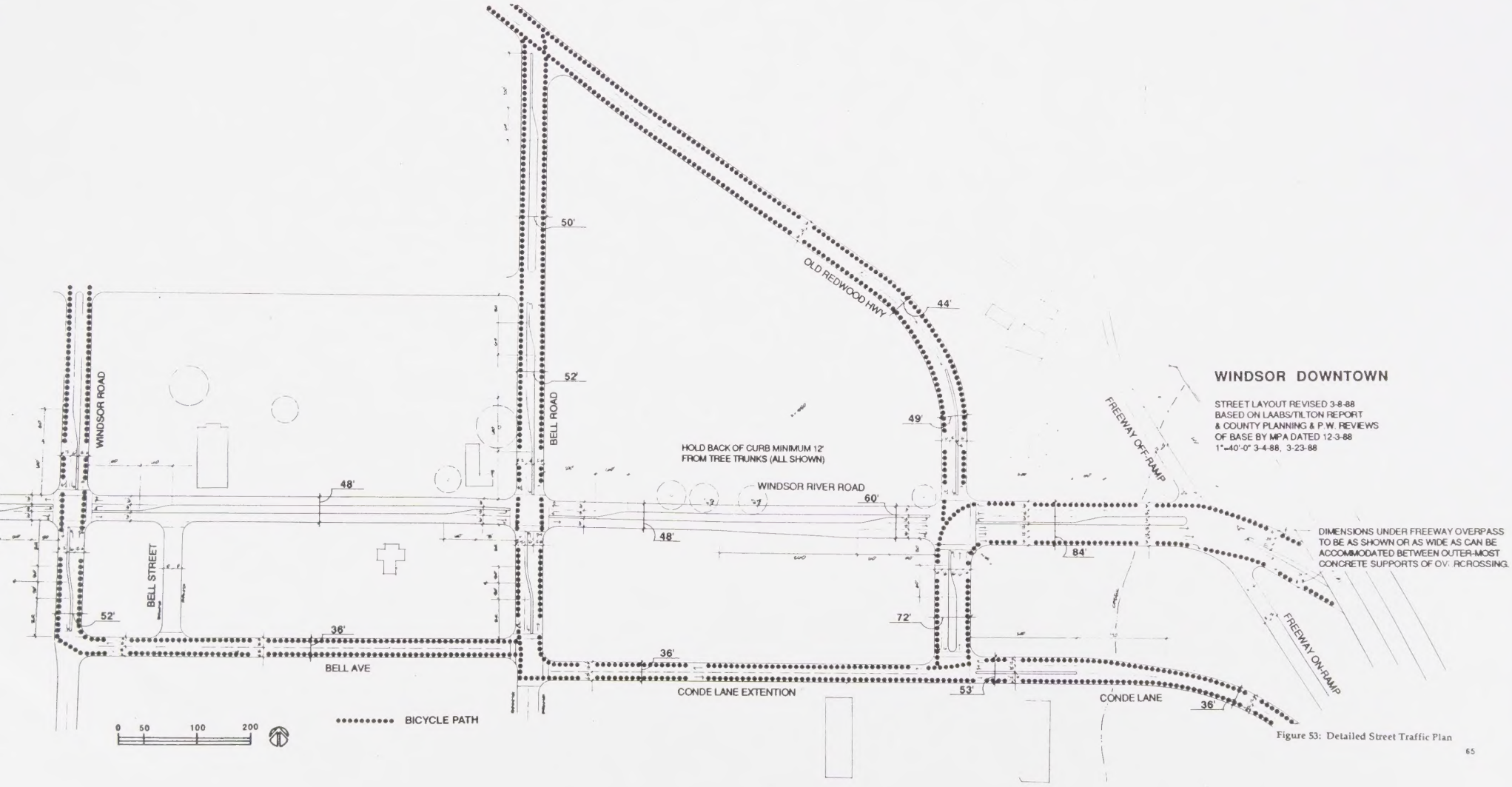


Figure 53: Detailed Street Traffic Plan